

Leyland's new chief offered job before Dobson resignation

Mr Michael Edwardes, whose appointment as British Leyland's full-time chairman was announced yesterday, was offered the post three weeks ago, before the resignation of Sir Richard Dobson, his part-time predecessor. The National Enterprise Board had decided that the motor group needed a full-time leader. Mr Edwardes was chairman and chief executive of the Chloride Group until yesterday.

NEB takes more direct control

Mr Michael Edwardes, chairman of the Chloride battery group, who is to be the new full-time chairman of British Leyland, was offered the job three weeks ago, before the resignation of Sir Richard Dobson, his part-time predecessor. The National Enterprise Board had decided that the motor group needed a full-time leader. Mr Edwardes was chairman and chief executive of the Chloride Group until yesterday.

Post mortem shows Steve Biko died of brain damage

From Nicholas Ashford
Johannesburg, Oct 25
The final post mortem report on the death of the South African Black Consciousness leader, Mr Steve Biko, has revealed that he died as a result of brain damage, according to informed medical sources. The damage occurred over a period of eight days before Mr Biko's death and was not all suffered at the same time.

EEC ministers choose Culham for JET

From Michael Hornsby
Luxembourg, Oct 25
After nearly two years of dispute, EEC energy and research ministers agreed in Luxembourg today to site the Joint European Torus (JET), the Community's thermonuclear fusion project, at Culham, Oxfordshire.

Unemployment down 11,600 to mid-October

By David Blake
Unemployment in Great Britain fell by 11,600 in the week to mid-October to reach a seasonally adjusted level of 1,377,100 (6 per cent of the workforce) among the adult population. Unfilled vacancies for adults, which are often regarded as a good prediction of the rate of employment, rose by 8,500 to reach 151,400 after allowing for seasonal variations.



Saif Bin Ghobash: The bullets were meant for another.

Airport gunman kills minister

From Ann Fyfe
Abu Dhabi, Oct 25
A United Arab Emirates minister was shot and killed today by a gunman who tried to assassinate Mr Abd al-Halim Khaddam, the Syrian Foreign Minister.



Michael Edwardes arriving at the Chloride headquarters in London yesterday shortly after the announcement that he is to be the new chairman of British Leyland.

Economy may get £1,000m boost today

By George Clark
Political Correspondent
The Chancellor of the Exchequer is expected to speak for 30 minutes when he outlines his economic measures in the Commons today.

Blackouts as power men work to rule

By Donald Macintyre
Labour Reporter
Short power cuts took place yesterday because of an unofficial work-to-rule and overtime ban by several thousand electricity workers.

Thorpe answer tomorrow to 'damaging allegations'

By Fred Emery
Political Editor
Mr Jeremy Thorpe, the former leader of the Liberal Party is to make a statement answering what he calls "damaging and defamatory" allegations tomorrow afternoon.

Shares code directors

announced by the Stock Exchange company directors from dealing in their own companies for two years before the announcement of preliminary financial results. The code of directors' transactions, rather than make "insider dealing" more difficult, said Nicholas Goodison, chairman of the Exchange, said.

W German call to fight terrorism

President Scheel of West Germany appealed to world leaders to unite against terrorism. Speaking at the funeral of Dr Hanns-Martin Schleyer, the West German industrialist leader who was murdered by terrorists, he said that if terrorism was not quickly overcome "it will spread like a conflagration over the whole world."

Concorde passes test

Concorde has come through its trial take-offs and landings at Kennedy airport, New York, without its noise level approaching the permitted limit of 112 decibels. The authorities are not expected to try further to stop the services.

Fewer immigrants

The number of immigrants settling in the United Kingdom appears to be falling, according to Home Office figures. Acceptances for settlement in the second quarter of this year were 17 per cent lower than in the same period last year.

Cold mouse of Metz

A mouse, which built a winter home on the warm engine of a Fiat, got tangled up in the works and cost the owner £750, has been the central figure of a court case in Metz.

Motor cycle victims

A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Cross-Channel

A three-page Special Report on communications between Britain and France.

Warning on mergers

Mr. Secretary of State for Energy, in the dispute over the proposed merger in the coal industry, has warned that they had brought significant benefits.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

Home Affairs

Home Affairs: A national training scheme to reduce motor cycle casualties will be financed by a levy on each machine sold.

The world's first bottled scotch.

Dewar's were the first to sell whisky in branded bottles. Example circa 1865. From the collection of Mr. L. Martin.

For those with a taste for the original.

“We think ourselves lucky if we fall into a trap.”

Geologists are eternal optimists.

“You have to be”, declares Alastair McArthur. “If you’re not, you’ll never drill a single well”.

The optimism doesn’t come easily, given the £3.5 million cost of a North Sea ‘wildcat’—the initial exploration well drilled in an area—and 1-in-5 odds it will find oil or gas. Even a ‘successful’ well is no guarantee of success; in the North Sea, most wells which do find oil or gas do not find enough to make the well commercially valuable.

Alastair McArthur is one of a team of Mobil geologists and geophysicists who help narrow the odds before a decision is made to drill an exploratory well.

Seismic vessels crisscross the area under investigation, firing harmless sound ‘guns’ and recording the sound waves as they bounce off rock formations thousands of feet beneath the sea bed. From the results of these and such other studies as gravity and magnetic measurements, the geophysicists create a ‘map’, like the one opposite, of the rock formation structures.

The geophysicist’s job is to outline the shape of the structure. The geologist has to interpret the shape to determine if it contains the three elements needed for oil.

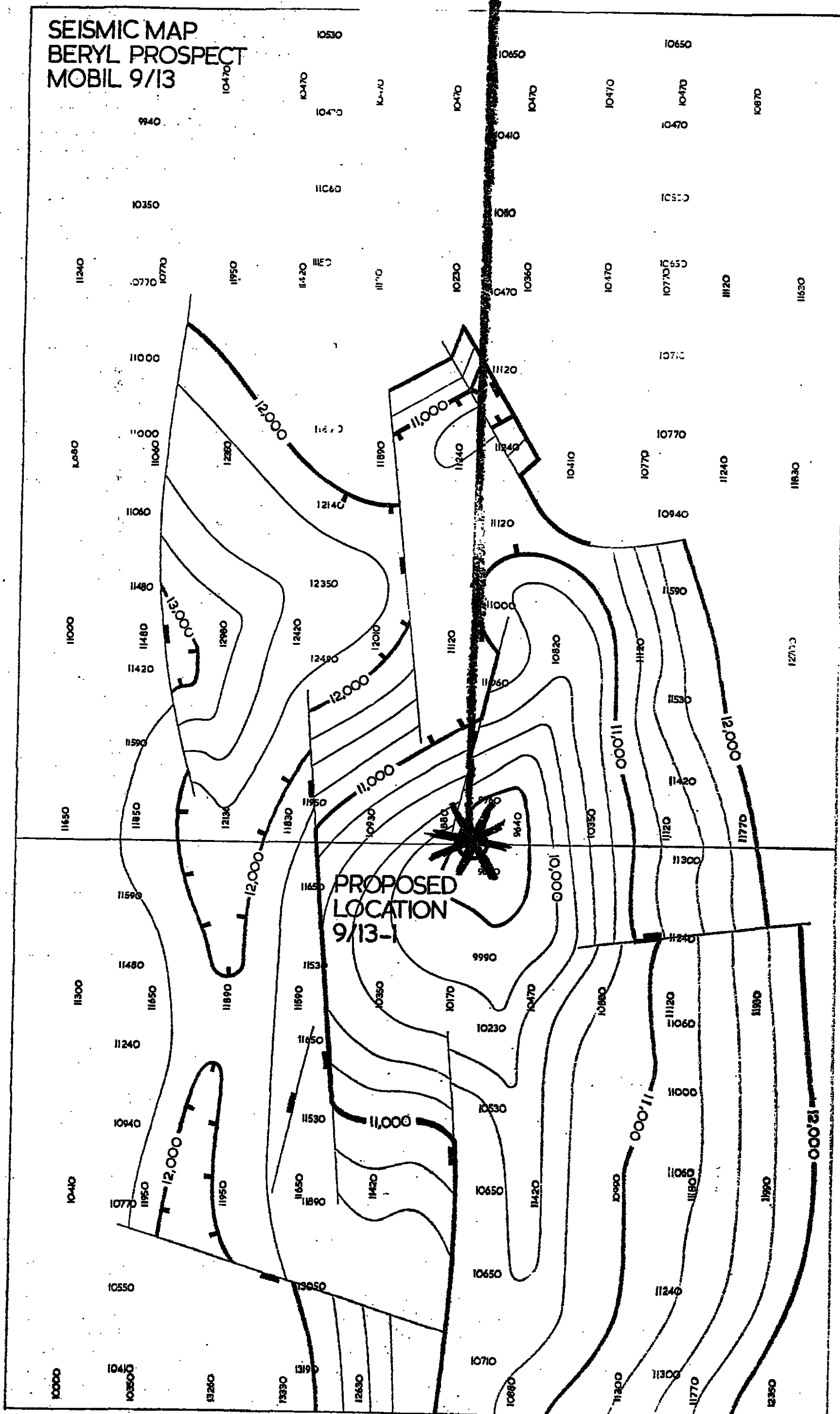
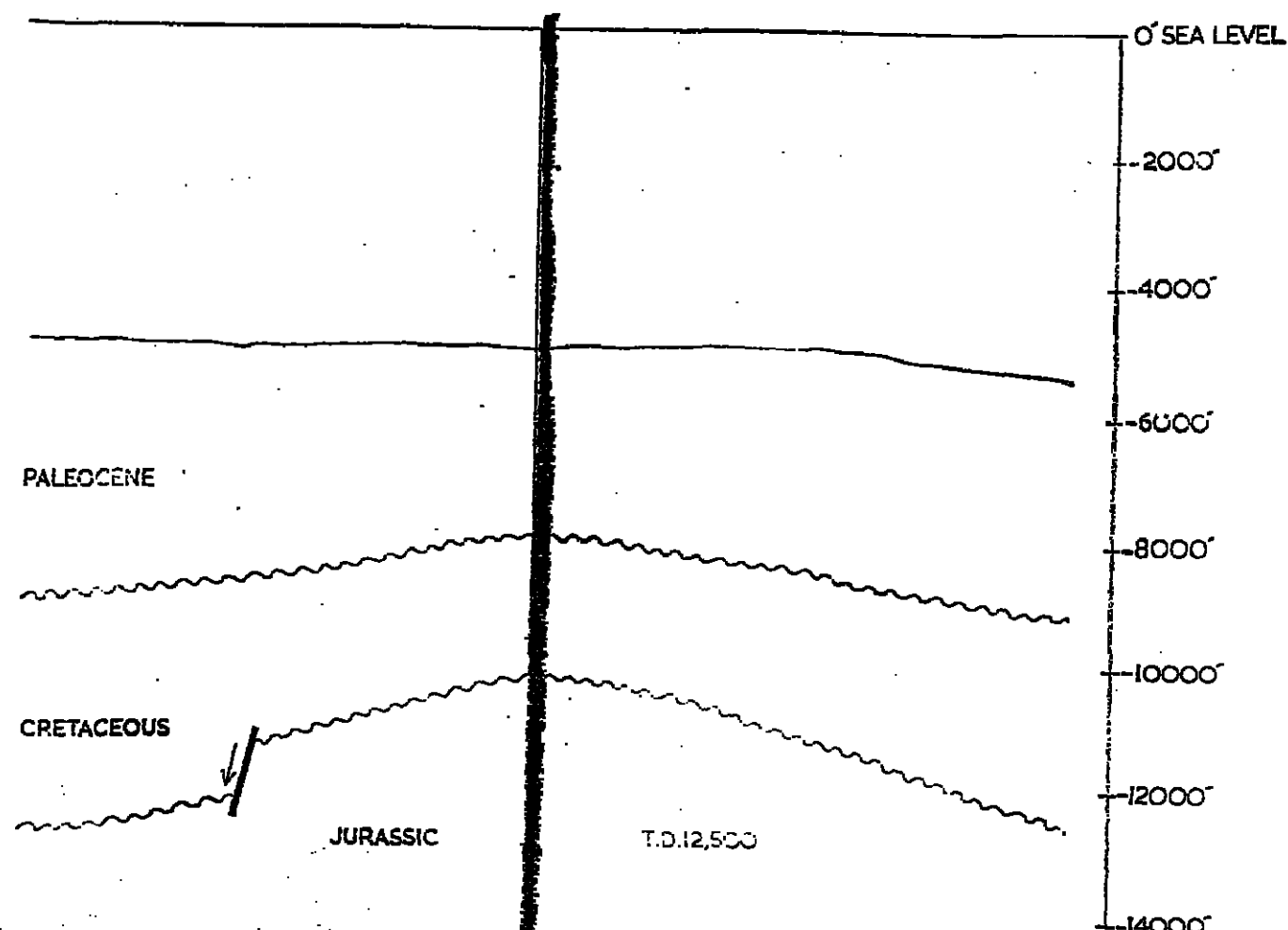
“For oil to be present in a structure”, explains McArthur, “there must be a source rock in which the oil could have formed, a reservoir into which it could have moved, covered by a solid rock ‘lid’ to hold the oil in the reservoir. This happy arrangement of rocks is the ‘trap’ that may be found by a combination of hard work and good luck”.

In many parts of the world, where intensive drilling has already taken place, geologists can use information about nearby rock formations to increase the prospects for success of additional wells.

But the North Sea is so vast that—even after more than a decade of drilling—the wells in some areas are so widely spaced as to be of little help in planning additional drilling.

It is in these areas, particularly, where the skills and optimism of geologist McArthur and his Mobil colleagues are needed to keep us falling into traps.

PROPOSED WELL
LOCATION 9/13-1



Mobil

No.3 in a series on North Sea operations.
For the complete set, write to: Manager, Public Affairs, Mobil North Sea Limited,
Mobil Court, 3 Clements Inn, London WC2A 2EB

Final plea
for a
safe nuclear
industry

cordings

HOME NEWS

Religion to remain obligatory in schools

By Diana Geddes
Education Correspondent

The Government has no intention of changing the law to remove from schools the obligation of teaching religion to all pupils of compulsory school age.

Mrs Williams, Secretary of State for Education and Science, made that clear in a "dialogue" with Mr John Harvey, head of Morpeth Comprehensive School, Betsford, Green, East London, held in St Mary's-Bow church, London, yesterday.

Mr Harvey pointed out that every day there was some school somewhere that was breaking the law as laid down in the Education Act, 1944, which required religious instruction and a daily corporate act of worship in schools in England and Wales.

There have recently been suggestions that the law should be amended to reflect the change of values and beliefs in society in this country during the past 30 years.

Mrs Williams said, however, that there was no public support for dropping religious education. More than 70 per cent of parents wanted their children to have religious instruction and to be brought up in the tenets of their nominal faith, although most of those parents no longer went to church or had more than a kind of residual belief. Only 2 per cent of parents withdrew their children from religious education classes.

She agreed that society in Britain had changed greatly since the 1944 Act and now incorporated a wide range of beliefs, from Hindu, Muslim and Jewish to the Catholic and Protestant. Religious education in schools had to reflect the fact that Britain was a much more "rainbow" country than it used to be, she said.

She therefore favoured a fairly liberal interpretation of the 1944 Act's requirement of "religious instruction" to include education about other religions as well as Christianity, as that was an essential part of promoting understanding in a pluralistic society.

But many schools had gone beyond that, and were filling religious education periods with talks on such matters as social issues as drugs and alcohol. Religious education should not turn simply into education about ethics.

All children should be taught to understand the force of religion in shaping people's behaviour, both in the past and today, in Northern Ireland, Lebanon, and the Middle East. To teach history, literature and even to some extent language without an understanding of the pervasiveness of religion was impossible, she said.

She agreed that it would be better if the Act required religious "education", rather than "instruction" which carried overtones of instruction in a particular faith.

Mrs Williams said she had been struck as she went around the country by the "extraordinary recrudescence" of basic fundamentalist churches, some based on oriental religions and some on "home-grown" ones.

The bookselling business 2: Exit 'general reader' in age of specialization Hardback fiction is a flop, but nostalgia sells

By Ian Bradley

Perhaps the most significant trend in bookselling in recent years has been the change from general to specialist readers.

As Mr Fald, manager of Goulden and Curry's bookshop in Tunbridge Wells, put it: "The mythical general reader no longer exists. Twenty years ago people would come in and buy the latest Peter Fleming, the latest Frances Brett Young, a new biography, and a new travel book all in one purchase. Now they just cannot afford to buy so much. The specialized reader has become much more active. We sell books on people's interests."

The decline in general book buying has affected the sales of biography, travel and fiction. It has all but killed the sales of hardback fiction, which most booksellers say they stock only because they feel they should and not because they ever expect to sell it. The books that sell well now are on specialist subjects, like transport history, antiquities and ecology. Particularly popular are those with a "do-it-yourself" theme: on gardening, cookery, and crafts.

As a result of that trend, a growing number of specialist bookshops are opening up, concentrating on one particular subject. Even general bookshops are increasingly limiting themselves to a number of specialist subject lines that they know they can sell.

The only general field that can still yield large sales is that of nostalgia. Books about life in the past have been virtually guaranteed to sell well. W. H. Smith's best-seller this year has been the *Diary of an Edwardian Country Lady*.

The specialized market that is proving most successful is that for children's books, where sales have been increasing at an annual rate of 30 per cent for the past three years.

That may be partly because parents are prepared to spend



Shoppers at the Children's Book Centre, Kensington, London, where sales are buoyant.

more freely on their children than they would on themselves. It is also because British children's books are among the best in the world, and many children's bookshops have been doing very good export business recently.

The Children's Book Centre in Kensington, London, which claims to be the largest children's bookshop in the world, has a third of its sales overseas. In May it opened a branch in Paris and it has three vans going round Europe mounting sales exhibitions.

This summer it sold 16,000 of children's books in one day in a Geneva sports stadium. By the end of the year it will have sold more than 50 tons of books abroad.

The home market for children's books is also buoyant. Although spending cuts have reduced school library purchases many

schools have recently started collaborating with booksellers to set up sales points in classrooms staffed by teachers.

As in the adult market, hardback fiction has almost ceased to sell, but there is a boom in the sales of large, well illustrated books explaining how things work and on such subjects as natural history and transport.

The trend towards specialization has also affected the secondhand book business. The general books that sold well 10 years ago, novels, travel and history, are now difficult to shift from the shelves. There is little demand, for example, for the historical works of Arthur Bryant, G. M. Trevelyan or Churchill.

The great boom is in specialist books on science, natural history and topography, and in the field of Victoriana. Miss Elizabeth Bateman, of Hall's

secondhand bookshop in Tunbridge Wells, says: "I could almost make a living now just selling things that 20 years ago I would have thrown away, like long runs of *Punch* and the *Illustrated London News*. Victorian books that we would have been pleased to get 7s 6d for are now in the catalogues at £20 to £50."

Miss Bateman predicts that ever-increasing rents and rates will drive out secondhand booksellers from shops. Already many operate from home, sending out specialist lists and doing all their business by post. She fears that before long the general secondhand bookshop, where people can browse freely among the lives of lesser known Victorian worthies and fading volumes of the *Left Book Club*, may be a thing of the past.

Next: Academic books

Peace plan ends court ban on the Kielder dam

An injunction halting work on the £100m Kielder dam project in Northumberland was lifted by a judge at Leeds yesterday after five families who had objected to part of the scheme had accepted a peace formula.

The Northumberland Water Authority is now free to begin work on the disputed section today.

The North Tyne was to have been diverted into a culvert on Monday as part of the latest stage of the Kielder project, which was begun in 1974. But the families protested that their homes were in danger of being flooded in exceptional circumstances after the diversion and obtained an injunction on Friday night to halt the work.

They said homes being built for them at Falsone near by were being delayed, and they were not satisfied about caravans provided in case their present homes were flooded after the diversion. The injunction was served on the water authority on Monday and the peace formula was finally accepted early yesterday after discussions between the authority and legal representatives of the families.

The formula includes a promise that all the families' homes will be completed by November 29. Scattered all-weather caravans will be supplied and in the event of a flood the families will stay in them for only two days. After that the water authority will pay for them to stay in hotels.

The authority will pay for any flood damage.

At a county court hearing in Leeds yesterday Judge Blackett, Vice-Chancellor of the Northern Chancery Division, agreed to an order by consent in the action.

Mr Ronald Mitchell, for the water authority, had said that the risk of the houses flooding was small.

Mr Rees's denial on police pay reports

Mr Rees, the Home Secretary, yesterday denied reports that he pressed in Cabinet for a pay increase for the police of up to a quarter.

At a luncheon given by Westminster Chamber of Commerce, which he was guest speaker, he was asked to reply to press reports that he alone in the Cabinet had argued in favour of a special case for the police to give them 25 per cent pay rises. He replied categorically: "It is not true."

He added that he was meeting the Police Federation on Thursday. Answering press reports that was not the best way to achieve what was wanted.

Mr Rees said that people in all walks of life believed that the police should be specially treated. Law and order was important and he had to work in that context.

"While I cannot make any announcement now, I am, of course, very conscious of the problems, economic and otherwise, of members of the police force, and not least their wives and families," he said. "I am aware of the importance to society of ensuring that the police service remains healthy and strong."

Police union rebuked: Mr Harry Purcell, chairman of the Police Council, yesterday criticized the Police Federation for withdrawing from the official negotiating machinery for the service (our Labour Staff writes).

His statement came the day after widespread reports that the Cabinet had decided not to make a special case of the police pay negotiations, which are to be resumed tomorrow.

Mr Purcell, leader of the council's official side and a Hereford-Worcester county councillor, rejected the contention by Mr James Jardine, chairman of the federation, that the Police Council was dead.

"It is not dead," he said. "The Police Council is alive and well, established by law. Is Mr Jardine suggesting that because he does not like it he

can ignore it? Is he saying he is perfectly willing to enforce the law in respect of a other citizens but because he does not like this bit which applies to him he will ignore or pretend it does not exist?"

Mr Purcell recalled that recent meeting of the Police Council had dealt with senior officers' rent allowances and had awarded a big increase after negotiations.

How could that happen if the body was dead? he asked. I argued that ratepayers, who contribute about a third of the police wages bill, would insist on a say in police negotiations.

Mr Jardine said that the Government and the Home Secretary had not given the federation's 120,000 members fair deal, "and yet in the same breath he wants to eliminate local government from negotiations and to deal with the Home Secretary, the very man he says he has no faith in."

Mr Purcell said the press inquiry by Lord Edmund-Davies into police negotiating machinery would not report time to help this year's negotiations. "The only way to get money on the table is to meet the official side of the Police Council forthwith and commencing negotiations."

Mr Purcell recalled that the Police Federation's last settlement (of between 20 or 30 pence a day) had come as a result of a full inquiry initiated by the Police Council's official side. "We pressed the federation to settle before the Government introduced its policy and finally they agree within days the Government introduced a rigid pay policy."

Strike over fleas

Eight hundred women stopped work in the I. A. C. factory at Brownhills, Staffordshire, yesterday because they said, it was infested with fleas. Pest control officers sprayed one area with insecticide.

Lower tax rate urged for those on small earnings

Tax rates of low-paid and average wage earners have tripled in the past 25 years while the tax rates of the higher paid remained unchanged, according to a paper published today by the Low Pay Unit.

The paper calls on the Chancellor to reintroduce a reduced rate of tax to redress the balance towards the low-paid. It says that in coronation year a typical family paid no tax until they earned the average wage, and then they started paying at a rate of only 10 per cent. The full standard rate was not paid until families earned twice the average wage.

Now tax is paid as soon as earnings exceed half the average of the typical family starts paying tax at a rate of 34 per cent, as do people earning twice the average, it says.

Inflation had pulled increasing numbers of poor into the tax system, and governments had withdrawn the reduced rates of tax, thus contributing to a shift in the tax burden towards the lower-paid. The richest 10 per cent of the population almost a half of income tax revenue 10 years ago, but now contributed slightly more than a third. The difference had

come from those on below-average wages.

The unit urges the Government to reintroduce a reduced rate of tax at 20 per cent on the first £500 of taxable income. That would be of less immediate benefit to the low-paid than an equivalent increase in personal allowances, but as increases in personal allowances are eroded by inflation the value of a tax reduction would benefit the low-paid in the next year or two. An increase in personal allowances would shift the tax burden nearer the low-paid with children.

Reduced income tax would contribute to a more equitable distribution of the tax burden and would be a more effective way of encouraging wage earners to limit pay rises to 10 per cent.

All parties agree that the current system of income tax is inefficient and inequitable, raising revenue from those who can least afford it. A thorough review of the tax system is necessary. The introduction of a reduced rate of tax should be the first step towards this goal.

A Jubilee Year for the Low Paid?
(The Low Pay Unit Bulletin no 18; 50p).

How to give away a business

From Arthur Osman
Peterborough

An answer was suggested yesterday to the managing director of a Peterborough company with 11 employees who had offered a trust for the workers so that they could own the business.

Mr Michael Ward, Labour MP for Peterborough, said that after consulting the Treasury he had advised Mr John Wilhelmy, aged 51, of Span Shopfitters Company, to set up a trust for the workers so that they could own the business.

The company, which makes shopfitting equipment has a projected turnover this year of £200,000.

During the summer Mr Wilhelmy's appeal was answered by 200 which he reduced to a short list of three. Then the Inland Revenue Department told him he would be liable to gift tax if he handed over the business.

Mr Wilhelmy said yesterday that he was considering the suggestion. One of his employees said: "We have reservations at this stage. He is an honest man, fed up with legislation and working for the government for nothing. If there was any question of getting involved in more taxation or the swamp of legislation I for one would rather draw dole."

Mr Ward said that last year the Government exempted such trusts from gift and capital gains taxes. Mr Wilhelmy wanted to protect the livelihoods of a loyal, hard-working team.

Callaghan warning on fruitless mergers

From Henry Stanhope
Defence Correspondent

The Prime Minister delivered a surprisingly stern warning on company mergers when he opened a new factory for Marconi Space and Defence Systems at Portsmouth yesterday. Many seemed little more than a game of corporate musical chairs, he said.

Mr Callaghan was careful to except the CEC/Marconi merger, which had produced a stronger company, more able to secure exports and better equipped to carry out research and provide secure employment, he said. Others had been less beneficial.

We have had enough experience of them not to accept at face value the claims of the benefits they are supposed to bring without looking very hard at the facts," he said. "I was

recently shown the results of a study which showed that a high proportion, perhaps as much as half, of all company mergers bring no particular benefit either to the companies concerned or to the country."

On the hard evidence of profitability and productivity, mergers sometimes took place where the benefits had failed to outweigh the disadvantages.

Obviously some mergers are good and they should be supported. But let me one believe that sheer increase in size for its own sake will necessarily bring better management, better industrial relations, increased productivity, higher efficiency and more profitability."

Mr Callaghan, who was accompanied by Mr Gilbert Minister of State for Defence, opened a new £1m extension of the Broad Oak Works where Marconi is to make radar guidance systems for the successful British Skyflash air-to-air missile.

The missile is being produced by the RAF for Phantom and Tornado aircraft. The United States is considering the missile for its Phantoms and a decision is expected by next March. Negotiations with Sweden are well advanced.

The Prime Minister, who toured the works, cited the Skyflash programme as an example of British industry's skill in producing guidance systems for modern weapons. British research and development was as advanced as anywhere else.

The Prime Minister said Britain spends a higher proportion of her defence budget on new equipment than any other Nato country does.

Although British forces are not as numerous as some others, he continued, Britain remains

the only European nation to commit strategic nuclear missiles, tactical nuclear missile and conventional forces to its alliance.

He praised the other world carried out at the Broad Oak site, including the Royal Navy Tigerfish heavyweight torpedo.

But he referred to the long time it has taken Marconi to develop a heavyweight torpedo which is expected to come into service on helicopters, Nimrod aircraft, and surface warships in the early 1980s.

He acknowledged that the modern torpedo is more like an underwater missile, which has to track down a moving target. So it was not surprising that there had been difficulties. He hoped that recent streamlining of the programme by CEC/Marconi would help to overcome difficulties that still lie ahead.

Green belts emphasized in £360m Lancashire plan

From Our Correspondent
Preston

A £360m plan to revitalize the old mill valleys of north-east Lancashire, with "green corridors" penetrating the hearts of the towns, was announced by Lancashire Development Committee yesterday.

Mr Jeffrey Rowbotham, planning officer, said the plan had chosen a "compact town" theme with built-up areas separated by green belts. "In this part of the country small valleys, many suffering from industrial dereliction, penetrate right into the centre of the towns, and they could be used to reinforce this theme."

The scheme envisages earmarking land on the edges of Blackburn, Accrington, Burnley, Nelson and Colne to attract large-scale new industrial development to compensate for the decline of traditional industries.

The Government is to be asked to restore higher housing improvement grants, phased out in 1974, to prevent further deterioration of houses.

The scheme would take full advantage of the Government's 100 per cent reclamation grants and seek additional Government money to remove eye-sores.

Strict controls on building, a positive policy for open land, and support for rural communities and small towns would be needed.

The plan envisages retaining many of the traditional stone terraces. "Many are well built and it keeps the kind of character of the area people are used to", Mr Rowbotham said.

World champion knew his stolen onions

From Our Correspondent
Walspool

George William Parkes, of Llanfyllin, Powys, stole nine onions from the garden of the world champion onion grower and exhibited them as his own. It was stated at Walspool Magistrates' Court yesterday. He was fined £25.

Mr Arthur Jones handed the magistrates a copy of the *Walspool Book of Records*, showing that he and his brother had grown the world's largest onion, weighing 13lb 15oz, and 23in in circumference.

He said that after the theft he went with police officers to a local show where he found the onions among the prize-winners.

Mr Parkes, who denied the theft, told the court that he had grown the onions from seeds.

Retired general fined

Ahmed Soliman, aged 61, a retired Egyptian army general, and his wife, Elham, aged 53, were fined £100 each at Marlborough Street Magistrates' Court yesterday for stealing cosmetics and other items valued at £6.31 from Woolworth's store in Oxford Street, London.

Minister wants EEC farm cash used to create jobs

By Hugh Clayton

Excessive EEC support for farmers was swallowing up money that should be used to ease unemployment, Mr Siran, Parliamentary Secretary at the Ministry of Agriculture, Fisheries and Food, said yesterday.

He told reporters in London that milk price support next year was expected to cost £2,000m, of which £1,000m would be used to subsidize exports. "This is a scandalous misuse of money and productive resources."

Although the common agricultural policy of the EEC was not the main cause of food price inflation in Britain, and

although it had been changed in some useful ways, it was still in urgent need of reform.

"Significant as the changes are, we have to accept that they fail to deal with the worst excesses in common prices; structural surpluses and protectionism."

"Excessively high support prices in other member states are costing Britain and the Community hundreds of millions of pounds at a time when this sort of money should be used to cut the five-million-plus EEC dole queue."

Ardent champions and opponents of British membership of the Community were too extreme about the impact of its farm policy on this country,

Mr Siran believed. Although the slight surplus of potatoes in Britain this year was healthy and had cut prices it would be ridiculous to quote it in defence of the colossal Community milk surplus.

Intervention stores are chock-a-block with over one million tonnes of skimmed milk powder, and butter stocks could reach 400,000 tonnes by the end of the year. That is about as much butter as will be eaten in Britain throughout 1977.

Reform of EEC food policy is also sought by the Food and Drink Industries Council, a federation of trade bodies in the food processing and brewing industries. It calls in a

policy paper released yesterday for farmers to be discouraged from producing food for which there is no market. It also wants easier access to the EEC for foods that cannot be produced in it.

Food processors handle about three quarters of what farmers produce and are aggrieved by what they consider the excessive influence on policy-making in Brussels of the agricultural lobby. The council said yesterday that it did not want surpluses in one sector to be reduced at the expense of other sectors, a reference to the plan to tax vegetable oils while penalizing farmers for producing too much dairy fat.

Ban on Front 'threat to civil liberty'

Attempts to break up lawless National Front meetings were an objectionable threat to civil liberties, a Scottish professor said in Edinburgh last night.

Professor Neil McCormick, of the Department of Public Law at Edinburgh University, said in a lecture on "law and civil liberties" that he condemned the tactics of the National Front, of breaking up lawful meetings and processions.

"The use of mob rule as a method directly and indirectly to prevent the expression of opinion which it is otherwise lawful to express is as much an objectionable as a threat to civil liberty as is the abuse of public power."

"In its longer-run tendency it is highly dangerous to the cause of civil liberties, since if it really comes to mob rule there is no sure way of predicting which mob will win."

He said Mrs Beryl Platt, chairman of Edinburgh City Council, refused yesterday to authorize cancellation of a National Front's regular meeting of Leigh-on-Sea community centre.

A visitor to Mrs June Robson's home in Leicester Street Derby, killed two men, a wounded her, Mr Den Barker, QC, for the prosecution, said at Nottingham Crown Court yesterday.

Mrs Robson, aged 23, 11 from the house with a knife wound in her side, he added, and when the police arrived they found one man lying dead on his back "with appalling neck wounds" and the second man also dead, propped against the settee.

Clifford Hill, aged 23, Moamoun Street, Derby, pleaded not guilty to the murder of Graham Sharp, aged 25, and Guy Summerfield, aged 23, and denied attempt to murder Mr Robson.

Mr Barker said that Mrs Robson had previously lived with Mr Hill, but at the time of the killings she was living with Mr Sharp, a 25-year-old field was the lodger.

The hearing was adjourned until today.

Maltese jailed for part in prostitution ring

Joseph Medina, aged 54, a native of Malta, was sentenced at the Central Criminal Court yesterday to 18 months' imprisonment for his involvement in organized prostitution in Soho and other parts of central London. He had been found guilty of plotting with Bernard Silver and others to live off the earnings of prostitutes.

Mr Silver, who is serving a long sentence, headed an enterprise known as "the syndicate", which organized prostitutes and ran "clip joints" in Soho. Rooms and flats were let out at huge rents to prostitutes and Mr Medina's job was to collect the rents, it was alleged.

Mr Kenneth Richardson, for the prosecution, said Mr Medina was "minor" in the operation. He should have stood trial with Mr Silver but failed to answer bail in 1974, and went to Malta but in June returned to his wife in Cardiff, where he gave himself up to the police.

Navy rating denies starting fire near explosives store

From Our Correspondent
Dunfermline

A fire was deliberately started in HMS Gurkha, a frigate, at Newport, Gwent, only a few feet away from where torpedoes, depth charges and shells were stored, a court martial at HMS Cochrane, Rosyth, was told yesterday.

Assistant steward Anthony Towers, aged 18, of Tilly West Yorkshire, denied starting the fire in a handling room of the frigate with the intention of endangering the lives of the ship's complement. He also denied starting a fire on the bridge of the Gurkha on the same night, intending to cause damage or being reckless as to whether damage was caused.

The fire in the handling room was discovered soon after midnight on April 2. Earlier there had been a cocktail reception.

The handling room contained small arms ammunition and pyrotechnics, adjoined the helicopter hangar and torpedo storage, where there were six depth charges and 11 torpedoes, and had direct access to a

magazine which held 400 4.5 inch shells.

"We later discovered some of the automatic sprinklers had not worked because a pin had been sheered in the mechanism," Lieutenant George Hessey, the ship's explosives officer, said. The fire was extinguished in 10 minutes.

Mr Towers was interviewed three times by Ministry of Defence detectives. On April 21, the prosecution alleged, he made a confession.

Lieutenant Commander Michael Ellis, the defending officer, said the confession was inadmissible because it had been made under "most oppressive conditions. Der Sergeant Michael Hammett denied in evidence that he had threatened Mr Towers with physical violence. The court martial continues today.

£25,000 bank theft

Armed robbers snatched £25,000 from security guards outside the National Westminster Bank in Old Dover Road, Blackheath, London, yesterday.

Polytechnic and college teachers in work-to-rule

Lecturers and teachers at Liverpool Polytechnic and the city's colleges of further education have started a work-to-rule in a dispute with the local authority over conditions of service. The dispute has been declared official by the National Association of Teachers in Further and Higher Education.

Mr Sydney Jones, chairman of Liverpool Education Committee, said yesterday that further meetings to present between the authority and the association would be pointless.

Half of Scotland 'owned by 500 people'

From Ronald Faux
Edinburgh

Mr John McEwen, aged 90, lifetime Socialist and worker on the land, has produced his account of who owns Scotland. He was plainly no admirer of landlords or their achievements, and his book is sharply critical of the concentration of large parts of the country's 20 million acres in relatively few hands.

The book is claimed as the first land register for Scotland since the government survey of 1874, and Mr McEwen presents a narrow-brawed breakdown of who owns which estate. The project took six years to complete.

He points out that in seven eighths of Scotland people depend for their living on the use to which land is put. Up-to-date information on ownership is therefore of the utmost importance in the political and economic debates abounding in Scotland.

The study shows that 500 individuals own half of Scotland, and the top 100 land-owning families hold more than a quarter of the land. The top 25 on that particular list own more land than the state does.

Mr McEwen concludes his study by calling for complete land nationalization and for a

royal commission to inquire deeply into the "failure of private landlords in their so-called stewardship of land in Britain."

The book accuses private landlords of inadequate husbandry in agriculture, particularly in the 10 million acres of rough grazings; of poor performance by the private forestry sector compared with the achievements of the state; and of the degradation of millions of acres of "sadistic obsession with game."

Who Owns Scotland? (John McEwen, Edinburgh University Student Publications Board, £1.50).

He said Mrs Beryl Platt, chairman of Edinburgh City Council, refused yesterday to authorize cancellation of a National Front's regular meeting of Leigh-on-Sea community centre.

Visitor stabbed two men to death, QC says

From Our Correspondent
Nottingham

A visitor to Mrs June Robson's home in Leicester Street Derby, killed two men, a wounded her, Mr Den Barker, QC, for the prosecution, said at Nottingham Crown Court yesterday.

Mrs Robson, aged 23, 11 from the house with a knife wound in her side, he added, and when the police arrived they found one man lying dead on his back "with appalling neck wounds" and the second man also dead, propped against the settee.

Clifford Hill, aged 23, Moamoun Street, Derby, pleaded not guilty to the murder of Graham Sharp, aged 25, and Guy Summerfield, aged 23, and denied attempt to murder Mr Robson.

Mr Barker said that Mrs Robson had previously lived with Mr Hill, but at the time of the killings she was living with Mr Sharp, a 25-year-old field was the lodger.

The hearing was adjourned until today.

هناك اعلان

FURTHER DETAILS

TODAY, COCA-COLA IS MOVING OUT OF MILTON KEYNES.

18 months ago, the new canning plant for Coca-Cola was merely a twinkle in someone's eye.

Yesterday it opened, in Milton Keynes.

And today, cans of Coke are on their way to destinations throughout Britain.

Why did The Coca-Cola Export Corporation choose Milton Keynes? Easy.

They wanted good communications. We're under 1 mile from the M1, midway between London and Birmingham.

They wanted space. We gave them 10 acres, on which they built a 96,000 sq.ft. plant.

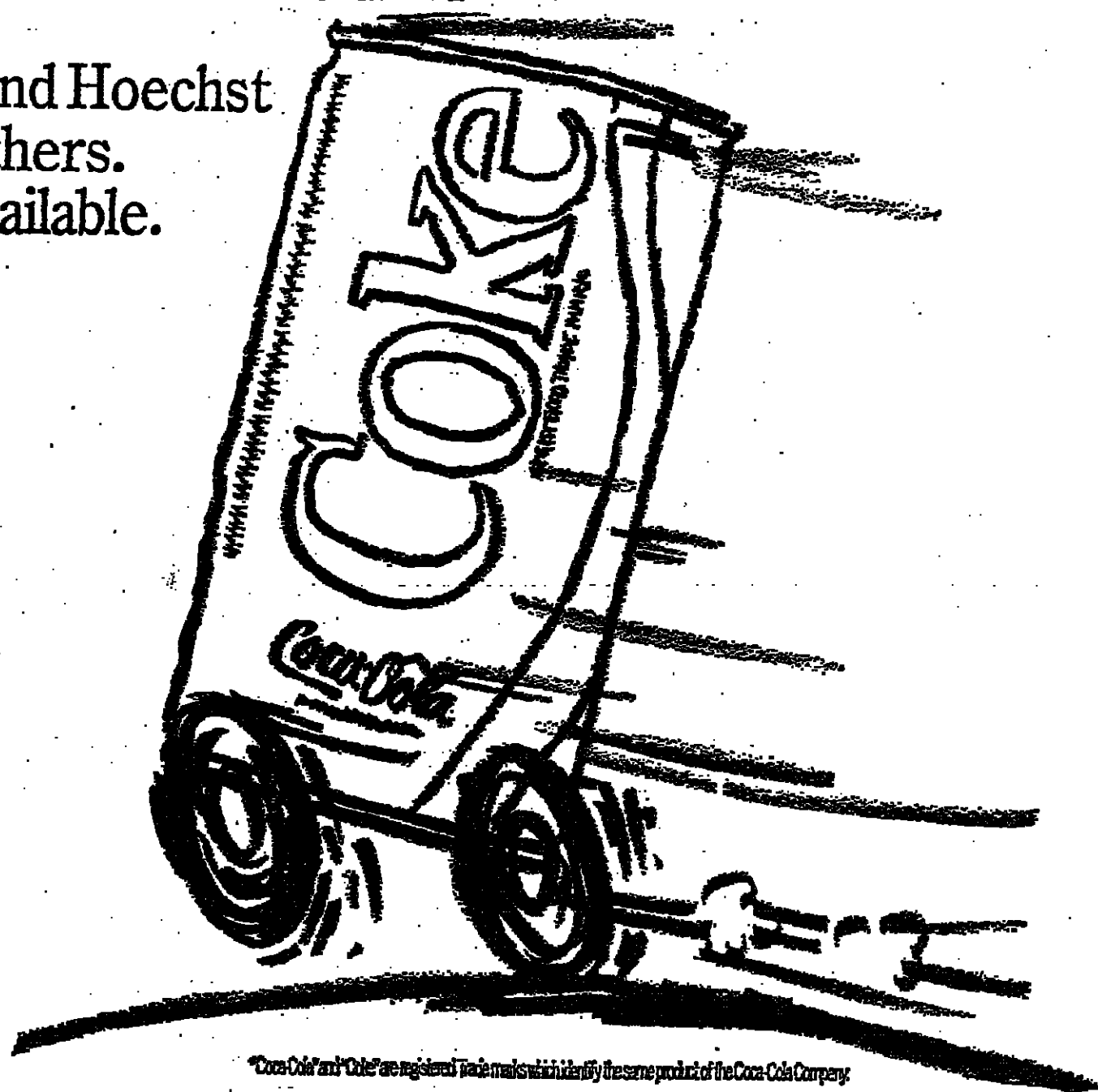
They wanted a happy, contented workforce. We had the workforce available, and Milton Keynes has no rival as far as housing and environment are concerned.

A spokesman for The Coca-Cola Export Corporation said: "The important factors were the fine road and rail connections, the ready availability of good housing and amenities in the town."

The Coca-Cola Company aren't the only people to see the benefits.

Rank Xerox, Volkswagen and Hoechst are here, too, along with many others.

However, space is still available.



HOME NEWS

Mr Benn joins pit pay battle with plea to back productivity deal

By Paul Routledge
Labour Editor

Mr Benn, Secretary of State for Energy, made an unexpected entry yesterday into the political minefield of pit industry pay negotiations with an eye-on-benefit appeal to miners to vote for a productivity deal.

The minister, who avoided any commitment to productivity bargaining in the mines when he spoke to the annual conference of the miners' union in midsummer, came down firmly in favour of local initiatives, which are being fiercely opposed by coalfield militants.

Mr Benn said the scheme should commend itself because "it was devised to avoid the evils of past piece-work schemes which set men against men and lowered safety standards. Secondly, it comes at a time when the long-term expansion of the coal industry has been agreed and when an integrated national energy policy is becoming a reality."

Thirdly, it offers the prospect of an increase in pay now for all mine workers. I hope, and believe, that the miners will give the scheme a fair trial.

When a pit incentive scheme was last put to a ballot of the

Industry to finance motor cycle training

By Peter Waymark
Motoring Correspondent

Mr Rodgers, Secretary of State for Transport, yesterday announced the Government's backing for a new national training scheme designed to reduce what he called the appalling level of motor cycle casualties.

The scheme, foreshadowed in *The Times* on Monday, begins next April. It will be financed by the industry through a levy on each motor cycle and moped sold and will operate in conjunction with local authorities.

Mr Rodgers donned a crash helmet and protective clothing and took his first brief ride on a motor cycle outside the Department of Transport in Westminster to launch the scheme. Afterwards he said that although motor cycles were increasingly popular, relatively cheap, and gave independence and pleasure to thousands of riders, they were dangerous.

The figures for casualties among motor cyclists, which included nearly a thousand killed and 19,000 seriously injured, were a fifth above those of 1975. "The risk of death or serious injury for a motor cyclist, for each mile travelled, is some twenty times as great as for a car driver," he said.

One of the best ways of reducing casualties was to extend training facilities and use them far more. "We estimate that over 90 per cent of all new riders take no training at all. And if they suddenly demanded to be allowed to do so, existing facilities could not cater for them."

One possible way of inducing more riders to be trained was some form of restriction on the use of provisional licences.

The national training scheme, to be known as the National Traffic Education Programme, which runs courses in nearly a thousand schools. The levy, of £3 on motor cycles and £2 on mopeds, will produce an income of about £650,000 a year.

Fuel tankers explode after crash

The police were searching last night for the driver of a blue tipper lorry after two oil tankers and a van had collided and exploded in flames near a small Oxfordshire village early yesterday morning.

The drivers of the tankers narrowly escaped death when their lorries, carrying a total of 15,000 gallons of fuel, exploded. One was badly burnt and was taken to Stoke Mandeville Hospital. The other jumped or safety as flames burst 50 feet into the air. The van driver escaped through the back doors as burning petrol engulfed his vehicle.

Firemen pumped thousands of gallons of foam on to the blaze, and the A18 road between Thame and Oxford was blocked all day. Thick black smoke could be seen from Oxford, 10 miles away.

The tipper lorry overtook another lorry as it approached the convoy of tankers making its way from the BP oil depot at Thame.

Benefactor to pay boy's fees

A boy, aged 13, whose parents refused to send him to a comprehensive school for two years, has been awarded a £475-a-term fee by the National Association for Freedom.

A solicitor for the family, of Luton, said it would take two weeks to complete arrangements, then they would apply to magistrates to release the boy from the care of Bedfordshire County Council.

The parents contested the care order before the county council won a decision on appeal. They were refused leave to appeal to the House of Lords.

Five years ago the boy's father was jailed for failing to send his two daughters to a comprehensive school. He was released when a wealthy businessman offered to pay for private schooling.

Priest suspended for IRA remark gets new parish

A Roman Catholic priest suspended from parish duties in June, 1974, by the Archbishop of Birmingham, Dr Dwyer, for making an IRA hunger strike who died in prison has been reinstated. It was learnt yesterday.

Father Michael Connolly, aged 46, formerly at St Joseph's, Wolverhampton, has been parish priest at St Mary's, Leek, Staffordshire, since April. It is understood that Dr Dwyer,

who was not available for comment last night, thought that enough time had elapsed to enable him to make the appointment.

He attended the funeral in London of Michael Gaughan, his cousin, who had died in Parkhurst prison, and described him as "a great man who has died for his conscience", and for his conviction that Irish people alone should decide the future of Ireland.

Stirling University back on target

From Ronald Faux
Stirling

Stirling University, the professor said, was back on course and growing healthily. The modern campus, woven in to an attractive bowl of bronze autumnal trees, had been celebrating the tenth anniversary of its royal charter and yesterday the staff invited journalists to see what had been accomplished.

Stirling was, of course, the university that became notorious five years ago for a momentary lapse of decorum during a visit by the Queen. Overnight the campus became the subject of headlines around the world because of the rudeness of a few students. One was photographed saving a wine bottle at the Queen, and the repercussions were "astounding".

A second appeal, about to be launched, was cancelled, and the university for the time being was back on target.

Relationships with the local community were badly damaged, and the number of students applying for Stirling fell sharply.

"That one incident set us back two years, and in fact our admissions had fallen to the same level only last year," a member of the staff said.

Yesterday, as guests munched their way through a gourmet buffet, the university announced that student numbers were back on target at 2,500 undergraduates, a thousand more than in the early 1970s.

The number of students applying to Stirling had grown by a fifth in the past year, and the university accepted more than a thousand new students in one year for the first time.

"We look back on the royal episode with grief. The university did not deserve what happened when the story was blown up," a postgraduate said.

A lecturer wondered whether the new intake of students was less militant, more conventional. Sociology, often associated with militancy, had remained static, while courses in management, science, and accountancy and business studies were all increasing. Could it be that the students were becoming short-haired, job-conscious?

Certainly a large notice drawing attention to the council of the Students' Association elections read: "I.S. and the broad left may not have their own way... If you are a socialist, support a militant, moderate amendment."

How times change; little wonder that Bridge of Allan, the university's quiet, conservative neighbour, has begun to talk of the university as "the new Stirling".

"There was a long silence after the Queen incident," a student recalled.

Stirling looks forward confidently to the next ten years. It was the first university to be built from scratch in Scotland for 300 years, and the University Grants Commission made clear that it would become a focal point for growth.

Academically, the university has earned a good reputation in such practical areas of research as fish-farming, atomic physics, diving and education.

Bishop stands by vicar's appointment

The Bishop of Peterborough, the Right Rev Douglas Feaver, is standing by his decision to appoint to a Northampton church a vicar who has been accused of having a love affair with a married woman, and a spokesman for the bishop said yesterday that no senior clergyman outside the Peterborough diocese had the right to interfere with appointments.

The Rev Ralph Thicknesse, who was accused of having an affair while Vicar of Clare, Suffolk, was instituted as Vicar of St Michael and All Angels, Northampton, last week.

The bishop's announcement came after a reported statement by the Bishop of Ipswich, Dr Leslie Brown, which said he had asked the Archbishop of Canterbury to try to stop Mr

Packer players 'knew they forfeited Test places'

By Our Sports Editor

Mr Jack Bannister, secretary of the Cricketers' Association, said in the High Court yesterday that Mr Tony Greig and other players who had joined the Packer group understood that they had surrendered their Test match places.

He was giving evidence for the defendants in the International Cricket Conference and the Test and County Cricket Board (TCCB) in the case brought against them by Mr Packer's company, World Series Cricket, and three of his contracted players. He was answering questions about the Cricketers' Association meeting last month when there was a 91-77 vote for a county ban on



Mr Rodgers: "Motor cycles are dangerous."

WEST EUROPE



President Scheel, right, and Herr Helmut Schmidt, the West German Chancellor, with Frau Waltrude Schleyer, the murdered man's widow, yesterday.

Baader gang survivor denies jail suicide plot

Darmstadt, Oct. 25.—The surviving member of the jailed Baader-Meinhof gang, Ingrid Möller, has denied trying to commit suicide at the top security Stammheim jail in Stuttgart, her lawyer said today.

Frau Jutta Bahr-Jendges said in a statement that her client also denied there was any suicide pact between the three terrorists found dead in the same prison last week.

Frau Möller, who is 30, told her lawyer she did not inflict the stab wounds on herself which led to her being taken to hospital on October 17. They were reported to have been caused by a bread knife.

West German authorities say her three colleagues, who were found dead on the same day, had killed themselves—Andreas Baader and Jan-Carl Raspe by shooting, and Gudrun Ensslin by hanging herself with an electric cable.

The lawyer said she visited Frau Möller in a clinic in Tübingen, where she had an operation last Saturday, and saw her again yesterday in a prison hospital near Stuttgart.

Frau Möller told her lawyer that she had been reading until about 3 am on October 17 when she heard banging noises and a screaming sound. The next thing she knew she was being hit on the head with blood in the prison corridor.

Frau Bahr-Jendges said her client was unaware then of how her colleagues had died or of the freeing a few hours earlier of 86 hostages from the hijacked Lufthansa plane in Somalia last week.

She said that Frau Möller, who was still without access to radio or newspapers, only found out about the Stammheim deaths and the Mogadishu air-port rescue in talks with lawyers.

Prison officials at Stammheim said the three dead terrorists, who were in solitary confinement, conversed through a communications system hidden behind the walls.—Reuter and AP.

Bonn President appeals to world leaders to fight terrorism

From Patricia Clough
Bonn, Oct. 25

President Walter Scheel appealed to all politicians of the world to conclude worldwide conventions to reverse the pressure on the Government.

Three minutes' silence were observed in many parts of the country as the funeral began. Factories, offices and airports came to a standstill, public transport stopped in Hannover and West Berlin and silence fell in department stores. Flags were at half mast throughout the country.

As police sharpshooters stood on nearby roofs and intense security precautions surrounded the church for fear of the revenge the terrorists have vowed, Herr Scheel said the past weeks had been the worst in the history of the Federal Republic. He spoke of the "terrible dilemma" which the Government had had to face.

If the terrorists were released, that would probably have been the beginning of the conflagration I spoke of. But that did not happen. Hans-Martin Schleyer died, and not only for us Germans, the chance remains to banish the danger of terrorism. We all know ourselves to be in his debt."

In the name of all German citizens, Herr Scheel asked Dr Schleyer's family for forgiveness. He said the terrorists were enemies of every civilization and order, and the countries of

Britain expected to impose fishing ban

From Michael Horneby
Luxembourg, Oct. 25

Britain is "considering" the "most urgent" step in the position of a unilateral ban on the fishing of herring in an area off north-east Scotland in view of the refusal of EEC fisheries ministers her today to approve the extension of the Community ban beyond the end of this month.

Speaking to journalists after the meeting Mr Bruce Millan, Secretary of State for Scotland, left little doubt that the Government would impose the ban, which is designed to prevent "by-catches" of immature haddock and whiting unavoidably caught in the course of fishing for pout for fish meal production.

The European Commission had proposed extending the pout ban until the end of the year, but the Irish were expected to back Britain in support of this proposal.

Mr Millan said that a unilateral ban would be justified under last year's aid agreement permitting national governments to take such measures in the absence of comparable Community action.

In a separate move, Britain won the support of most member states in favour of sending a fleet of herring fishing in the North Sea until the end of the year. However, ministers will meet again in two weeks' time to see whether after study of the fish stock situation it is possible to permit limited exceptions to the ban.

During today's discussions the French, who were eventually outvoted, four to two, to have a quota of 1,500 tons for herring and Normandy fishermen operating at the eastern end of the English Channel. The French and the Danes are also interested in winning extensions.

The European Commission maintains that herring fishing ought to be totally banned until the end of 1978 so as to allow the reconstruction of rapidly dwindling stocks.

According to reliable scientific evidence, herring stocks in the North Sea have fallen over 10 years from 1,700,000 tons to no more than 300,000 tons. Of this, the spawning stock is only 150,000 tons.

16 injured in rail crash

Lisbon, Oct. 25.—Sixteen people were injured when a train ran into the rear of another on the main Oporto-Lisbon line today at Albergaria dos Dões, about 100 miles north of Lisbon.

A public opinion poll conducted by the Wickers Institute showed today that more of 10 West Germans approve of the Government's stand during the hijacking.

Milan newspaper editor quits after five years

From Our Own Correspondent
Rome, Oct. 25

Signor Pier Ottone is leaving after five years as editor of the Milan *Corriere della Sera*. He says he is in need of a change.

There has been speculation that shortage of money at the *Corriere* forced on the owners, the Rizzoli family, the decision to replace a notably open-minded editor by one regarded as far more conformist and conservative.

Signor Ottone makes no comment on his successor, Signor Franco di Bella, who seems most of his career with the *Corriere* before being made deputy editor. Signor Michele Tito, however, has resigned in protest and it is rumoured that other resignations will come.

Signor Ottone now moves to the Mondadori publishing house where he will be in charge of development and at the same time will be managing director of the Rome newspaper *La Repubblica* in which Mondadori have a half ownership.

He says he is happy with his new job. Had he been offered five years ago he would have chosen the *Corriere*, but now he feels he should move.

He says: "The reason why I am going has nothing to do with the financial problems. I have been quite happy all these years with Rizzoli. They have not made themselves disagreeable at any time. I had no reason to expect difficulties in the future or that my liberty as editor would be impaired."

His gentlemanly departure surprises no one. He has been a skilful and resourceful editor, but his open-mindedness can scarcely have endeared him to many sections of political opinion in the country.

West German questioned by Special Branch

By Stewart Tisdell

A West German, suspected of connections with the Baader-Meinhof gang, left Britain for home yesterday after being held and questioned by Special Branch officers in London. News yesterday confirmed that the man had been held overnight on Monday and flew back to West Germany of his own volition.

The man is not one of the 16 alleged members of the

Attacks by French right

From Our Own Correspondent
Paris, Oct. 25

Right-wing extremists have begun to organize counterattacks against the left-wing Baader-Meinhof sympathizers who in the past week have been responsible for a series of attacks on property with West

gang being sought across Europe in connection with the murder of Hans-Martin Schleyer, but is suspected of a minor role in the gang's activities.

The arrest indicates the thoroughness of the search now being carried out in Europe. It also demonstrates that police forces have not lost sight of an agreement by EEC home affairs ministers last summer for greater exchange of information to fight terrorism.

Minister has high hopes for budget talks with MPs

European Parliament
Luxembourg

The debate resumed on the European Community budget for 1978. The Council of Ministers has said it wants to commit 11,422 million ECU to the budget for 1978. The Council of Ministers has said it wants to commit 11,422 million ECU to the budget for 1978. The Council of Ministers has said it wants to commit 11,422 million ECU to the budget for 1978.

Upon a time house who line of a s

far fixed seem decide M. Th. The first had been done. The first had been done. The first had been done.

OVERSEAS

Concorde stays within noise limits during all its New York tests

From Our Own Correspondent
Washington, Oct. 25

To the irritation of local residents in New York, Concorde has passed its first trial take-offs and landings at Kennedy airport with flying colours. The general feeling is that even the port authority, which fought hard to keep the supersonic airliner away from the city, will do nothing further to prevent regular passenger services to and from London and Paris.

After its highly publicized arrival in New York on Wednesday, two days after a Supreme Court ruling allowing Concorde to use Kennedy temporarily, the aircraft made two further test landings and three take-offs during the latter half of the week.

None of these manoeuvres came even close to infringing the airport's present noise limits. Indeed, the final trial departure, with a full payload of 172 tons (equivalent to 100 passengers and their baggage) on Saturday, was a Concorde on its way to Toulouse, was the quietest of the three take-offs.

It registered some 104 decibels, compared with 107.5 earlier in the week. The noise limit for all aircraft leaving Kennedy airport is 112 decibels.

Last week's trials also provided local ground staff with an opportunity to familiarize themselves with Concorde in preparation for regular passenger services, which are due to begin on November 22.

Air France is expected to schedule a daily flight to and from Paris. British Airways will initially provide two services a week, to and from London, rising to four a week after a fortnight or so.

Bing Crosby maintains his privacy after death

Redwood City, California, Oct. 25—Bing Crosby, who guarded his privacy in life, has apparently managed to maintain his privacy after death.

He established a "living trust" four months before his death to handle the bulk of his estate, so avoiding the publicity of normal probate proceedings.

The living trust arrangements in essence a private will was disclosed yesterday when a will covering the rest of his estate was lodged for

Local residents have not taken kindly to the fact that the Concorde is less noisy than they were led to believe. Several of the more vocal opponents suspect trickery by the airlines in selecting flight paths away from normal landing and take-off routes.

As soon as attention has moved away from the supersonic airliner, its route will be shifted to bring it over more densely populated areas, they say.

Mr Lee Schefer, spokesman here for the British Aircraft Corporation, denies this. During last week's trial take-offs and landings, Concorde used the same take-off and landing routes, as subsonic aircraft crossing the Atlantic on the same days.

Concorde opponents remain unconvinced, and are still threatening law suits and demonstrations to prevent the regular passenger services. They may have the support of Mr Hugh Carey, Governor of New York. Earlier this month he promised to do everything in his power to block Concorde.

They are likely to find, however, that the port authority will decide as discreetly as possible to end its own campaign to keep Concorde away from Kennedy airport.

It could conceivably set new stricter noise limits, but it is difficult to see how this could be achieved without also closing Kennedy to other aircraft, as any new regulations would have to be applied to all comers.

On several occasions last week subsonic Boeing 747s and VC10s made as much or more noise than Concorde during take-offs.

Royal yacht heads for one of Britain's few remaining crown colonies
Virgin Islands decked out to greet the Queen

From Michael Leapman
Road Town, Oct. 25

The Queen visits the British Virgin Islands tomorrow for the second time in 11 years. If this seems an excessive favour to bestow on a community of hardly more than 10,000 people, there are at least two good reasons for it.

To begin with, the Virgins form one of Britain's dwindling collection of remaining crown colonies. Secondly, they are an exceptionally merry place to be.

Road Town, the capital, is on the biggest island, Tortola, and it has prided itself up to the occasion. Dozens of bright new Union Jacks are flying along the route of the Queen's drive and plastic bunting has been strung across the main square. Hand-painted banners bearing loyal messages decorate the route.

Everyone has pitched in to lend a hand. A minister in the executive council, the colony's most august body, was helping unroll the bunting yesterday and prisoners from the jail have been cleaning up the streets. The finishing touches are being put to a new public

lavatory which will be ready just in time.

The squat, wooden-shuttered shops along the route are being given a last-minute blue or green coating so that, in the clammy heat, the faint smell of paint hangs over the town.

Road Town is a curious blending of small shops and bars, with modern air-conditioned banks, evidence of the colony's role as a tax haven.

The royal visit is a big event for the island, rivalled as a talking point only by a recent trial for murder, only the third in the past 10 years. Visiting reporters, mentally buffeted by the rigours of Caribbean air travel, are welcomed like heroes at Beef Island airport, where they are met with rum and coconut water, until the arrival of transport, which is cunningly timed not to turn up until the end of the second drink.

The island's own airline, flies well-maintained Dakotas from St. John, the Puerto Rican capital, with an informality which is typified by their flight boarding announcements in the departure lounge: "Okay, let's go."

The route from Beef Island to Tortola crosses the Queen Elizabeth bridge, which the Queen opened the last time she was here. The islanders are greatly proud of it, in although it has only one lane.

In Tortola, each reporter is housed in a two-storey villa in a luxurious resort complex, almost entirely empty of tourists.

Many of the visitors who come here are American yachtsmen who live on their own boats, finding it cheaper to berth here than in the American Virgin Islands. A boat moored outside my villa is skippered by a far American with a white Hemingway style beard, acting out his nautical fantasies in a T-shirt which commemorates the royal visit.

Odd characters show up in places like this. A few are the remnants of the once large band of ex-patriates that moved from India to Jamaica to Kenya to Malaysia and have now flocked up here because there are precious few places left.

They are not fond of intruders. There is a faint air of distrust about the place which affects even visitors. At

breakfast, a man who works for a tyre company explained to me his plan for solving the world's energy crisis by increasing the production of sugar on islands like this to make alcohol, which could be used as fuel.

It would be a shame so to waste the local rum, a smooth concoction made at a one-man distillery on the other side of the island.

The Queen arrives tomorrow on board the royal yacht Britannia and will read the Speech from the Throne at the Legislative Assembly before visiting a hospital.

In the afternoon she will go to Virgin Gorda which, according to the official tourist brochure, looks from the air like a recumbent woman.

The only misfortune so far is an outbreak of polio on one of the remoter islands of the group. The chief medical officer here has advised the Queen's doctors to boost her vaccination.

She leaves the Virgin Islands tomorrow night for Antigua. Then she will go to Barbados, where she will catch a Concorde home.

Florida boy sentenced to electric chair

Sebring, Florida, Oct. 25.—A 16-year-old boy was sentenced today in the electric chair to die in the electric chair.

Frank Ross was found guilty last February of killing to death Mrs Helen Dixon, a 64-year-old widow, in her home and robbing her of \$6 (\$3.50) and a jewelry box on November 15, 1976.

The sentencing of the youth, who will be 17 on November 30, had been delayed by Judge Clifton Kelly until today. Under Florida law, a death penalty case is automatically appealed against and reviewed by the state Supreme Court.

James Wells, aged 17, was also charged with the murder of Mrs Dixon. On August 12, Judge Kelly found Wells guilty and sentenced him to life imprisonment for his part in the murder-robbery.

Ross's mother sat quietly in the courtroom as the sentence was pronounced. "What had to be done," she said outside the courtroom.—UPI and AP.

New offer by Nato on troop cuts likely

From David Cross
Washington, Oct. 25

The United States and its Nato allies are making headway on a new offer to the Soviet Union designed to break the long stalemate over negotiations for troop reductions in central Europe.

According to well-informed sources here, the Nato deliberations, principally involving Washington, Bonn and London, focus on amendments to an offer in December, 1975, which the Russians have criticized but never formally rejected.

This involved a United States withdrawal of some 1,000 tactical nuclear weapons, 90 aircraft and missiles and 29,000 troops in return for one or two Soviet tank armies consisting of some 1,700 tanks and nearly 70,000 troops from East Germany.

The allies are now reported to be willing to allow the Russians to withdraw roughly the same number of troops and tanks but some of them from less strategic areas like Poland and Czechoslovakia. This, the alliance argues, should make the 1975 offer more palatable to the Warsaw Pact countries.

According to The New York Times, the alliance would also agree informally not to deploy the controversial neutron bomb in central Europe if the Soviet Union shows signs of some willingness to compromise. Full-scale development of the neutron device, which kills by radiation rather than by concussion, is awaiting a final go-ahead by the alliance.

The talks in Vienna on mutual reduction of forces have been deadlocked for several years because of the Soviet Union's unwillingness to accept larger cuts than the alliance.

Nato maintains that the final outcome of any cuts should result in an equal number of Eastern and Western troops.

remaining in central Europe. While the Russians would like to retain their existing superiority, for this reason it is difficult to see how Moscow could accept the new, albeit improved, offer.

Officials here emphasize that this offer is by no means complete. They have to await formal approval by Nato member-governments in due course. Herr Helmut Schmidt, the West German Chancellor, disclosed during a recent visit to Washington that the alliance was working on new concessions to the Russians.

The proposed deal is reported to have been discussed in London last month between American, British and West German officials. On that occasion considerable progress was made, officials say.

The State Department today refused to give details of any new offer on mutual reduction of forces. But a spokesman confirmed that consultations among the Nato allies were taking place.

Geneva, Oct. 25.—American, Soviet and British arms control experts negotiating a treaty to ban all nuclear tests met for the eighth time today and extended the talks until next week. The negotiations, which began on October 3, originally had been expected to end this week.

Mr Paul Warnke, Director of the United States Arms Control and Disarmament Agency and the chief American negotiator, said at the outset he was optimistic about the chances of getting a treaty.

Brussels, Oct. 25.—A Nato spokesman today denied a report in The New York Times that the United States, West Germany and Britain had agreed on a new proposal to the Soviet Union an arms reduction in central Europe.—AP.

Sakharov flat in Moscow is ransacked

Moscow, Oct. 25.—Dr Andrei Sakharov, the dissident leader and winner of the Nobel Peace Prize said today that his Moscow flat was ransacked yesterday by a team who he believed was an undisciplined search by the authorities.

Dr Sakharov told Western journalists by telephone that the two-roomed suburban flat was found "with the lock forced and in complete disorder" by a team who is temporarily living there, on returning from work.

Dr Sakharov, who earlier this month appealed to the European Security Conference at Belgrade, to take a firm stand on human rights, lives with his mother-in-law in another flat near the city centre.

Dr Sakharov said yesterday's raiders had "turned over every drawer and cupboard and thrown everything on to the floor". The lining of clothes had been ripped and cases had been torn open as if they were looking for something.

"Nothing was missing, so it cannot have been thieves," he said only regard it as an undisciplined search by the authorities. "He did not plan to call in the police because he felt it would serve no purpose."

Dr Sakharov, once one of the Soviet Union's leading nuclear scientists, said he and his wife Yelena, who is being treated in an Italian hospital for an eye disease, believed her son Alexei, aged 20, was coming under official pressure. Alexei, who is in the final year of a five-year course at a Moscow teachers' training institute, had been given a bad report for his military training course and was under threat of expulsion, Dr Sakharov said.—Reuter.

Third World report

India trains its 'barefoot doctors'

From Richard Wigg
Delhi, Oct. 25

For the past month, 15,000 Indians have been trained in health care at most six years' schooling, have been taking elementary classes in topics vital to the development of a poor country: basic hygiene, nutrition, first aid and maternal and child welfare.

They are training to be "people's health protectors" under a scheme launched by Mr Raj Narain, the Minister of Health. It is India's equivalent of China's barefoot doctors' scheme and will cost \$2m this year. Next year the cost will rise to \$5m.

The trainees get 200 rupees (about £13) a month during the three-month training period. When this is completed, they will receive 50 rupees a month, plus the same amount for medicines. When the first supply of these has been used, their own villages are expected to replace them from their funds.

If one of the trainees drops out of the scheme his village will have to defray the expense, said the Government.

About 60 per cent of India's 620 million people live in rural areas. Until now, one full-time health worker attached to primary health centres was supposed to look after an average 10,000 people. In practice, it was not possible to cover more than a fraction of them.

Next June Mr Narain will review the first months of the health protectors' work and examine any inadequacies and mistakes.

The man responsible for getting the scheme going is Mr C. R. Krishnamurthi, the 40-year-old joint secretary for rural health in the Delhi ministry, who emphasized that the project had to be seen as giving the community new energy to medical education in India.

The glamour of working in a modern, big city hospital had to be changed and resources shifted to preventive medicine, he said. If it achieved basic health among the masses—the real goal of the health protectors scheme—it would be a sound investment.

India has more than 100 medical colleges and each one is being urged to "adopt" three primary health centres. The aim is that faculty staff will switch the emphasis of their teaching from surgery to preventive medicine.

To help the scheme, about 300 mobile clinics will come from Britain in the next few months, Mr Krishnamurthi told me.

An illustrated manual, prepared with Unicef help, from which the health protectors are being taught, includes quavered and other traditional medicines in which the Indian people have confidence. It is estimated that there are 400,000 fully or partly trained practitioners of these techniques in the country, principally in rural areas.

Mr Narain has insisted frequently on building on these indigenous herb-based medicines, which are far cheaper than Western-style pharmaceuticals.

India has more than 100 medical colleges and each one is being urged to "adopt" three primary health centres. The aim is that faculty staff will switch the emphasis of their teaching from surgery to preventive medicine.

To help the scheme, about 300 mobile clinics will come from Britain in the next few months, Mr Krishnamurthi told me.

An illustrated manual, prepared with Unicef help, from which the health protectors are being taught, includes quavered and other traditional medicines in which the Indian people have confidence. It is estimated that there are 400,000 fully or partly trained practitioners of these techniques in the country, principally in rural areas.

Mr Narain has insisted frequently on building on these indigenous herb-based medicines, which are far cheaper than Western-style pharmaceuticals.

India has more than 100 medical colleges and each one is being urged to "adopt" three primary health centres. The aim is that faculty staff will switch the emphasis of their teaching from surgery to preventive medicine.

To help the scheme, about 300 mobile clinics will come from Britain in the next few months, Mr Krishnamurthi told me.

An illustrated manual, prepared with Unicef help, from which the health protectors are being taught, includes quavered and other traditional medicines in which the Indian people have confidence. It is estimated that there are 400,000 fully or partly trained practitioners of these techniques in the country, principally in rural areas.

Mr Narain has insisted frequently on building on these indigenous herb-based medicines, which are far cheaper than Western-style pharmaceuticals.

India has more than 100 medical colleges and each one is being urged to "adopt" three primary health centres. The aim is that faculty staff will switch the emphasis of their teaching from surgery to preventive medicine.

To help the scheme, about 300 mobile clinics will come from Britain in the next few months, Mr Krishnamurthi told me.

An illustrated manual, prepared with Unicef help, from which the health protectors are being taught, includes quavered and other traditional medicines in which the Indian people have confidence. It is estimated that there are 400,000 fully or partly trained practitioners of these techniques in the country, principally in rural areas.

ENTERTAINMENTS

When telephoning use prefix 01 only outside London Metropolitan Area.

OPERA AND BALLET



ENGLISH NATIONAL OPERA
Tonight, 7.30, The Tale of the Two Cities. Tomorrow, 8.0, The Tale of the Two Cities. Tickets: £1.50, £2.50, £3.50, £4.50, £5.50, £6.50, £7.50, £8.50, £9.50, £10.50, £11.50, £12.50, £13.50, £14.50, £15.50, £16.50, £17.50, £18.50, £19.50, £20.50, £21.50, £22.50, £23.50, £24.50, £25.50, £26.50, £27.50, £28.50, £29.50, £30.50, £31.50, £32.50, £33.50, £34.50, £35.50, £36.50, £37.50, £38.50, £39.50, £40.50, £41.50, £42.50, £43.50, £44.50, £45.50, £46.50, £47.50, £48.50, £49.50, £50.50, £51.50, £52.50, £53.50, £54.50, £55.50, £56.50, £57.50, £58.50, £59.50, £60.50, £61.50, £62.50, £63.50, £64.50, £65.50, £66.50, £67.50, £68.50, £69.50, £70.50, £71.50, £72.50, £73.50, £74.50, £75.50, £76.50, £77.50, £78.50, £79.50, £80.50, £81.50, £82.50, £83.50, £84.50, £85.50, £86.50, £87.50, £88.50, £89.50, £90.50, £91.50, £92.50, £93.50, £94.50, £95.50, £96.50, £97.50, £98.50, £99.50, £100.50, £101.50, £102.50, £103.50, £104.50, £105.50, £106.50, £107.50, £108.50, £109.50, £110.50, £111.50, £112.50, £113.50, £114.50, £115.50, £116.50, £117.50, £118.50, £119.50, £120.50, £121.50, £122.50, £123.50, £124.50, £125.50, £126.50, £127.50, £128.50, £129.50, £130.50, £131.50, £132.50, £133.50, £134.50, £135.50, £136.50, £137.50, £138.50, £139.50, £140.50, £141.50, £142.50, £143.50, £144.50, £145.50, £146.50, £147.50, £148.50, £149.50, £150.50, £151.50, £152.50, £153.50, £154.50, £155.50, £156.50, £157.50, £158.50, £159.50, £160.50, £161.50, £162.50, £163.50, £164.50, £165.50, £166.50, £167.50, £168.50, £169.50, £170.50, £171.50, £172.50, £173.50, £174.50, £175.50, £176.50, £177.50, £178.50, £179.50, £180.50, £181.50, £182.50, £183.50, £184.50, £185.50, £186.50, £187.50, £188.50, £189.50, £190.50, £191.50, £192.50, £193.50, £194.50, £195.50, £196.50, £197.50, £198.50, £199.50, £200.50, £201.50, £202.50, £203.50, £204.50, £205.50, £206.50, £207.50, £208.50, £209.50, £210.50, £211.50, £212.50, £213.50, £214.50, £215.50, £216.50, £217.50, £218.50, £219.50, £220.50, £221.50, £222.50, £223.50, £224.50, £225.50, £226.50, £227.50, £228.50, £229.50, £230.50, £231.50, £232.50, £233.50, £234.50, £235.50, £236.50, £237.50, £238.50, £239.50, £240.50, £241.50, £242.50, £243.50, £244.50, £245.50, £246.50, £247.50, £248.50, £249.50, £250.50, £251.50, £252.50, £253.50, £254.50, £255.50, £256.50, £257.50, £258.50, £259.50, £260.50, £261.50, £262.50, £263.50, £264.50, £265.50, £266.50, £267.50, £268.50, £269.50, £270.50, £271.50, £272.50, £273.50, £274.50, £275.50, £276.50, £277.50, £278.50, £279.50, £280.50, £281.50, £282.50, £283.50, £284.50, £285.50, £286.50, £287.50, £288.50, £289.50, £290.50, £291.50, £292.50, £293.50, £294.50, £295.50, £296.50, £297.50, £298.50, £299.50, £300.50, £301.50, £302.50, £303.50, £304.50, £305.50, £306.50, £307.50, £308.50, £309.50, £310.50, £311.50, £312.50, £313.50, £314.50, £315.50, £316.50, £317.50, £318.50, £319.50, £320.50, £321.50, £322.50, £323.50, £324.50, £325.50, £326.50, £327.50, £328.50, £329.50, £330.50, £331.50, £332.50, £333.50, £334.50, £335.50, £336.50, £337.50, £338.50, £339.50, £340.50, £341.50, £342.50, £343.50, £344.50, £345.50, £346.50, £347.50, £348.50, £349.50, £350.50, £351.50, £352.50, £353.50, £354.50, £355.50, £356.50, £357.50, £358.50, £359.50, £360.50, £361.50, £362.50, £363.50, £364.50, £365.50, £366.50, £367.50, £368.50, £369.50, £370.50, £371.50, £372.50, £373.50, £374.50, £375.50, £376.50, £377.50, £378.50, £379.50, £380.50, £381.50, £382.50, £383.50, £384.50, £385.50, £386.50, £387.50, £388.50, £389.50, £390.50, £391.50, £392.50, £393.50, £394.50, £395.50, £396.50, £397.50, £398.50, £399.50, £400.50, £401.50, £402.50, £403.50, £404.50, £405.50, £406.50, £407.50, £408.50, £409.50, £410.50, £411.50, £412.50, £413.50, £414.50, £415.50, £416.50, £417.50, £418.50, £419.50, £420.50, £421.50, £422.50, £423.50, £424.50, £425.50, £426.50, £427.50, £428.50, £429.50, £430.50, £431.50, £432.50, £433.50, £434.50, £435.50, £436.50, £437.50, £438.50, £439.50, £440.50, £441.50, £442.50, £443.50, £444.50, £445.50, £446.50, £447.50, £448.50, £449.50, £450.50, £451.50, £452.50, £453.50, £454.50, £455.50, £456.50, £457.50, £458.50, £459.50, £460.50, £461.50, £462.50, £463.50, £464.50, £465.50, £466.50, £467.50, £468.50, £469.50, £470.50, £471.50, £472.50, £473.50, £474.50, £475.50, £476.50, £477.50, £478.50, £479.50, £480.50, £481.50, £482.50, £483.50, £484.50, £485.50, £486.50, £487.50, £488.50, £489.50, £490.50, £491.50, £492.50, £493.50, £494.50, £495.50, £496.50, £497.50, £498.50, £499.50, £500.50, £501.50, £502.50, £503.50, £504.50, £505.50, £506.50, £507.50, £508.50, £509.50, £510.50, £511.50, £512.50, £513.50, £514.50, £515.50, £516.50, £517.50, £518.50, £519.50, £520.50, £521.50, £522.50, £523.50, £524.50, £525.50, £526.50, £527.50, £528.50, £529.50, £530.50, £531.50, £532.50, £533.50, £534.50, £535.50, £536.50, £537.50, £538.50, £539.50, £540.50, £541.50, £542.50, £543.50, £544.50, £545.50, £546.50, £547.50, £548.50, £549.50, £550.50, £551.50, £552.50, £553.50, £554.50, £555.50, £556.50, £557.50, £558.50, £559.50, £560.50, £561.50, £562.50, £563.50, £564.50, £565.50, £566.50, £567.50, £568.50, £569.50, £570.50, £571.50, £572.50, £573.50, £574.50, £575.50, £576.50, £577.50, £578.50, £579.50, £580.50, £581.50, £582.50, £583.50, £584.50, £585.50, £586.50, £587.50, £588.50, £589.50, £590.50, £591.50, £592.50, £593.50, £594.50, £595.50, £596.50, £597.50, £598.50, £599.50, £600.50, £601.50, £602.50, £603.50, £604.50, £605.50, £606.50, £607.50, £608.50, £609.50, £610.50, £611.50, £612.50, £613.50, £614.50, £615.50, £616.50, £617.50, £618.50, £619

Results of Law Society's Part II Qualifying Examination

The Law Society announces that the following candidates have passed the Part II Qualifying Examination held on August 8 to 11 in the heads indicated. (An asterisk indicates a distinction.) The heads of the examination are: 1, conveyancing; 2, accounts; 3, revenue law; 4, equity and succession; 5, commercial law; 6, company law and partnership; 7, family law; or 8, local government law; or 9, magisterial law.

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

Holborn Law
Tutors



LAW SOCIETY
EXAMINATIONS

INTENSIVE SHORT
REVISION COURSES

Parts I & II

Courses held on a day basis in London and Birmingham during January.
Prospectus from: Dept. T.A., HLT, Freepost, 49/51 Shoe Lane, London, E.C.A. or telephone 01-248 6951.
P.S. HLT's series of Part II past Examination Questions and Answers are also available: details and order form in prospectus.

Chart Tutors - Specialist Tuition

Chart Tutors have long been recognised as the leading firm providing specialist tuition in accounts and taxation to law students. For several years we have provided courses at our own centres. Our students have consistently achieved very high pass rates.

Accounts Paper

- Two week intensive course starting 5, 9, 14, 23 January 1978
- Two day revision course on 26 January 1978
- Four week evening chart course starting 5 January 1978

Revenue Law Paper

- Two week intensive course starting 16 January 1978
- Two day intensive course starting 2 February 1978

Company Law & Partnership

- One week intensive course starting 9 January 1978

Superb's Manuals - a comprehensive and up-to-date manual is supplied for each course, or is available for purchase.

Chart Kits are essential publications for Accounts Paper and Revenue Law Students. They contain an actual paper, a commentary, a complete set of answers and a detailed review of the problems raised.

£15.00 each post free.

Please write or telephone for further information.

Modern Court, London EC4A 4EF. 01-248 33383
 30 New Street, Birmingham, B2 4BA. 021-643 2406
 2 Elton Road, Twickenham Park, Bexley, Essex SS15 0DZ 0272 31214
 1 Boffin Lane, Northampton NG1 2HL 0604 5894241
 Bedford Centre
 Rotherham Hotel, Weyhill, Andover, Hampshire SP1 0PN


Accounts courses Law Society

Part II Qualifying Examination February 1978
London, Birmingham, Manchester, Leeds

As part of our mission service in all aspects of financial training, we are holding courses in London, Birmingham, Manchester and Leeds to provide a programme of intensive all-day tuition immediately prior to the Law Society Examinations. The accounts syllabus is given full coverage using lectures, study periods, written evening work, formal examinations and a Study Pack for pre-course study, and we hold a free, pre-course, 1-day seminar to introduce the syllabus.

SEMINAR DATE 21 November 1977
COURSE DATES 3 weeks commencing 16 January 1978

For further details telephone or write to
Imogen Butler
1361-42 Brunley Road
London W10 6SR.
(01) 960 4421

 **Financial
Training**

Mr Desmond Dunphy will conduct the following courses for the February 1978 Law Society Exams :

PART I EVENING CLASSES
NEAR SWISS COTTAGE, N.W.3
Start 31st Oct. 1977, Discussion of previous exam questions

PART II WEEK-END CRASH COURSES
AT BONNINGTON MOTEL, LONDON, W.C.3
Start Sat., 30th Nov. 1977 (not residential)

PART I (December) and PART II (January, 1978)
INTENSIVE RESIDENTIAL COURSES
AT BLXTON, DERBYSHIRE

Previous Residential Courses since 1966 have been attended by over 2,700 candidates attaining an average over two-thirds success rate.

For further details of these courses please telephone Mr. D. Dunphy, 01-746 4435 (preferably mornings) or write to him at 35 Belzard Park, London NW3 4DA.

G.W.W. LEGAL EDUCATION
ROGER GREGORY, PETER WHITE, GEOFFREY WOODROFFE
and Others
all with substantial Part II teaching experience will be running their
INTENSIVE RESIDENTIAL COURSE
for all Part II subjects (except Accounts) from 11th to 29th January 1978
For details ring Maidenhead (6282) 34800 or 015 13 22885 or write to Peter
White at 94 Braywick Road, Maidenhead, Berks.
Last published Part II result achieved 78% pass rate

[illegible]

134529 S. R. Hays, 134529
134530 S. R. Hays, 134530
134531 S. R. Hays, 134531
134532 S. R. Hays, 134532
134533 S. R. Hays, 134533
134534 S. R. Hays, 134534
134535 S. R. Hays, 134535
134536 S. R. Hays, 134536
134537 S. R. Hays, 134537
134538 S. R. Hays, 134538
134539 S. R. Hays, 134539
134540 S. R. Hays, 134540
134541 S. R. Hays, 134541
134542 S. R. Hays, 134542
134543 S. R. Hays, 134543
134544 S. R. Hays, 134544
134545 S. R. Hays, 134545
134546 S. R. Hays, 134546
134547 S. R. Hays, 134547
134548 S. R. Hays, 134548
134549 S. R. Hays, 134549
134550 S. R. Hays, 134550
134551 S. R. Hays, 134551
134552 S. R. Hays, 134552
134553 S. R. Hays, 134553
134554 S. R. Hays, 134554
134555 S. R. Hays, 134555
134556 S. R. Hays, 134556
134557 S. R. Hays, 134557
134558 S. R. Hays, 134558
134559 S. R. Hays, 134559
134560 S. R. Hays, 134560
134561 S. R. Hays, 134561
134562 S. R. Hays, 134562
134563 S. R. Hays, 134563
134564 S. R. Hays, 134564
134565 S. R. Hays, 134565
134566 S. R. Hays, 134566
134567 S. R. Hays, 134567
134568 S. R. Hays, 134568
134569 S. R. Hays, 134569
134570 S. R. Hays, 134570
134571 S. R. Hays, 134571
134572 S. R. Hays, 134572
134573 S. R. Hays, 134573
134574 S. R. Hays, 134574
134575 S. R. Hays, 134575
134576 S. R. Hays, 134576
134577 S. R. Hays, 134577
134578 S. R. Hays, 134578
134579 S. R. Hays, 134579
134580 S. R. Hays, 134580
134581 S. R. Hays, 134581
134582 S. R. Hays, 134582
134583 S. R. Hays, 134583
134584 S. R. Hays, 134584
134585 S. R. Hays, 134585
134586 S. R. Hays, 134586
134587 S. R. Hays, 134587
134588 S. R. Hays, 134588
134589 S. R. Hays, 134589
134590 S. R. Hays, 134590
134591 S. R. Hays, 134591
134592 S. R. Hays, 134592
134593 S. R. Hays, 134593
134594 S. R. Hays, 134594
134595 S. R. Hays, 134595
134596 S. R. Hays, 134596
134597 S. R. Hays, 134597
134598 S. R. Hays, 134598
134599 S. R. Hays, 134599
134600 S. R. Hays, 134600

[illegible]

**ACCOUNTS AND
REVENUE FEBRUARY
1978**

**JOHN COOPER OFFERS
PERSONAL TUITION**

Accounts: Introductory evening seminars. 2 weeks guaranteed course. **Comprehensive evening classes.**

Revenue: Introductory evening seminars. Weekend classes.

Lectures are given by a experienced accountant with several years experience of lecturing for these papers.

Location—Brynmair.

Details from :

**J. Cooper, 80 The Ridgeway,
Kenton, Middx. HA3 0LL.
01-827 4560**

1941	A. H. Smith	1942	W. A. Fallowell	1943	W. A. Fallowell
1942	H. H. Smith	1943	W. A. Fallowell	1944	W. A. Fallowell
1943	H. H. Smith	1944	W. A. Fallowell	1945	W. A. Fallowell
1944	H. H. Smith	1945	W. A. Fallowell	1946	W. A. Fallowell
1945	H. H. Smith	1946	W. A. Fallowell	1947	W. A. Fallowell
1946	H. H. Smith	1947	W. A. Fallowell	1948	W. A. Fallowell
1947	H. H. Smith	1948	W. A. Fallowell	1949	W. A. Fallowell
1948	H. H. Smith	1949	W. A. Fallowell	1950	W. A. Fallowell
1949	H. H. Smith	1950	W. A. Fallowell	1951	W. A. Fallowell
1950	H. H. Smith	1951	W. A. Fallowell	1952	W. A. Fallowell
1951	H. H. Smith	1952	W. A. Fallowell	1953	W. A. Fallowell
1952	H. H. Smith	1953	W. A. Fallowell	1954	W. A. Fallowell
1953	H. H. Smith	1954	W. A. Fallowell	1955	W. A. Fallowell
1954	H. H. Smith	1955	W. A. Fallowell	1956	W. A. Fallowell
1955	H. H. Smith	1956	W. A. Fallowell	1957	W. A. Fallowell
1956	H. H. Smith	1957	W. A. Fallowell	1958	W. A. Fallowell
1957	H. H. Smith	1958	W. A. Fallowell	1959	W. A. Fallowell
1958	H. H. Smith	1959	W. A. Fallowell	1960	W. A. Fallowell
1959	H. H. Smith	1960	W. A. Fallowell	1961	W. A. Fallowell
1960	H. H. Smith	1961	W. A. Fallowell	1962	W. A. Fallowell
1961	H. H. Smith	1962	W. A. Fallowell	1963	W. A. Fallowell
1962	H. H. Smith	1963	W. A. Fallowell	1964	W. A. Fallowell
1963	H. H. Smith	1964	W. A. Fallowell	1965	W. A. Fallowell
1964	H. H. Smith	1965	W. A. Fallowell	1966	W. A. Fallowell
1965	H. H. Smith	1966	W. A. Fallowell	1967	W. A. Fallowell
1966	H. H. Smith	1967	W. A. Fallowell	1968	W. A. Fallowell
1967	H. H. Smith	1968	W. A. Fallowell	1969	W. A. Fallowell
1968	H. H. Smith	1969	W. A. Fallowell	1970	W. A. Fallowell
1969	H. H. Smith	1970	W. A. Fallowell	1971	W. A. Fallowell
1970	H. H. Smith	1971	W. A. Fallowell	1972	W. A. Fallowell
1971	H. H. Smith	1972	W. A. Fallowell	1973	W. A. Fallowell
1972	H. H. Smith	1973	W. A. Fallowell	1974	W. A. Fallowell
1973	H. H. Smith	1974	W. A. Fallowell	1975	W. A. Fallowell
1974	H. H. Smith	1975	W. A. Fallowell	1976	W. A. Fallowell
1975	H. H. Smith	1976	W. A. Fallowell	1977	W. A. Fallowell
1976	H. H. Smith	1977	W. A. Fallowell	1978	W. A. Fallowell
1977	H. H. Smith	1978	W. A. Fallowell	1979	W. A. Fallowell
1978	H. H. Smith	1979	W. A. Fallowell	1980	W. A. Fallowell
1979	H. H. Smith	1980	W. A. Fallowell	1981	W. A. Fallowell
1980	H. H. Smith	1981	W. A. Fallowell	1982	W. A. Fallowell
1981	H. H. Smith	1982	W. A. Fallowell	1983	W. A. Fallowell
1982	H. H. Smith	1983	W. A. Fallowell	1984	W. A. Fallowell
1983	H. H. Smith	1984	W. A. Fallowell	1985	W. A. Fallowell
1984	H. H. Smith	1985	W. A. Fallowell	1986	W. A. Fallowell
1985	H. H. Smith	1986	W. A. Fallowell	1987	W. A. Fallowell
1986	H. H. Smith	1987	W. A. Fallowell	1988	W. A. Fallowell
1987	H. H. Smith	1988	W. A. Fallowell	1989	W. A. Fallowell
1988	H. H. Smith	1989	W. A. Fallowell	1990	W. A. Fallowell
1989	H. H. Smith	1990	W. A. Fallowell	1991	W. A. Fallowell
1990	H. H. Smith	1991	W. A. Fallowell	1992	W. A. Fallowell
1991	H. H. Smith	1992	W. A. Fallowell	1993	W. A. Fallowell
1992	H. H. Smith	1993	W. A. Fallowell	1994	W. A. Fallowell
1993	H. H. Smith	1994	W. A. Fallowell	1995	W. A. Fallowell
1994	H. H. Smith	1995	W. A. Fallowell	1996	W. A. Fallowell
1995	H. H. Smith	1996	W. A. Fallowell	1997	W. A. Fallowell
1996	H. H. Smith	1997	W. A. Fallowell	1998	W. A. Fallowell

[illegible][illegible][illegible][illegible]

121. 2. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 8

Pro

The
this
and
the
to look
All
these
of funds
it leave
the de-
as her
question
project
is.

It was
time the
Chamber
from the
Comm
some ti
were d
the dec
or a h
Conserv
seems
caval.
There
objecting
abstract
rail hi
posed a
five-m

... or bridge?

7501 P
sponsor
and Fri
Comm
problem

CROSS CHANNEL

A Special Report on communications between Britain and France

And the grumbles rumble on

by Michael Bailey

In Paris tomorrow and the day after, more than a hundred British and French senior industrialists, traders, transport operators and government officials will be discussing an important and intriguing question: is the Channel between Britain and France a barrier or a link?

For more than a thousand years, until recently, the two proud and independent countries which have conducted their love-hate relationship across it, would have replied emphatically that it was a barrier.

During the past 20 years, however, that has, or surely ought to have, changed. Since Britain formally opened up Europe's door in the 1960s, and certainly since she formally entered in the 1970s, such attitudes may be thought to be outdated.

The most obvious sign of change of heart was the resurrection in the 1970s of the long-defunct idea of a direct link between the two countries by means of a tunnel. That the theme foundered once again without significance.

There was a variety of rational objections to the project: its sheer size, its cost, its social, environmental, and financial impact; its flexibility; the way it could cause an undue concentration of traffic through already congested parts of the island, leading inevitably

to a time to an undue dependence on it. But there was perhaps in Britain's refusal to jump at the first fence also a touch of that insularity to which France has so often drawn attention.

One of the arguments of opponents of the tunnel was that traffic between the two countries would be adequately—indeed better—catered for by the proliferation of routes between various points along the two coastlines that was already taking place, and that this choice would continue in the tunnel's absence to provide the needed cross-Channel capacity in a flexible, diverse and decentralised form more suited to Britain's needs, at any rate.

That is what has happened. To the traditional routes from Dover, Folkestone and Newhaven to Calais, Boulogne and Dieppe have been added others from Felix-roy, Sheerness, Ramsgate, Portsmouth, Southampton, Poole, Weymouth and Plymouth, to Dunkirk, Le Havre, Cherbourg, St Malo and Roscoff.

Yet discontent is rising. Although the needed links by land, sea, air and telecommunications are present, there is dissatisfaction with all of them. For passengers by sea, for example, though there is now a wide choice of ferries leaving regularly right round the coast, fares are probably the highest in the world for such a trip: up to £100 return for a car and two passengers for a crossing of less than 25 miles.

The same applies to air, where the London-Paris return fare is £69 for 300 miles compared with £58 return for 400 miles on the London-Glasgow shuttle and £130 return for 3,000 miles between London and New York. With more than two million passengers a year, the London-Paris route is admirably suited to low-cost shuttle services but does not enjoy them.

The postal service is execrable. It takes up to 10 days to send a letter between London and Paris, and up to a month for a parcel, longer probably than it did 50 years ago.

Telephones, though quicker to connect since 3,000 new lines were installed 18 months ago, still give poor reception with much interference. The story is told of a senior telephone official in Paris who, not accepting criticism of the service, telephoned London to find out what was wrong. He failed; they could not hear each other.

For freight, though there are now a number of efficient ferries, road access to some ports is still inadequate, notably round London and Dover. There are storage problems in French ports, and, more seriously, customs difficulties on the British side. Despite the establishment of learned committees on both sides to simplify documentation and procedures, new obstacles to the free flow of goods seem constantly to arise.

The Paris seminar will be examining these problems and possible solutions to them, some of which may be easier to identify than to implement. No doubt many of today's difficulties arise from the sharp growth in traffic between the two countries in recent years, and failure to expand facilities and improve procedures in proportion.

Since 1970 both passenger and freight traffic between the two countries have approximately doubled to about 10 million passengers and 10 million tons of freight a year. Imports from France have grown since 1970 from about 4 per cent to nearly 7 per cent of Britain's total, and France is now Britain's third largest source of imports. French imports from Britain are about 5 per cent of the total, seventh down the list of leading countries of import.

France predominates as the exporter of goods, but Britain sends more passengers. Northbound freight is about double southbound: for passenger traffic the gap has narrowed and is now in about the proportion of 40 to 60, with French visitors to Britain increasing fast.

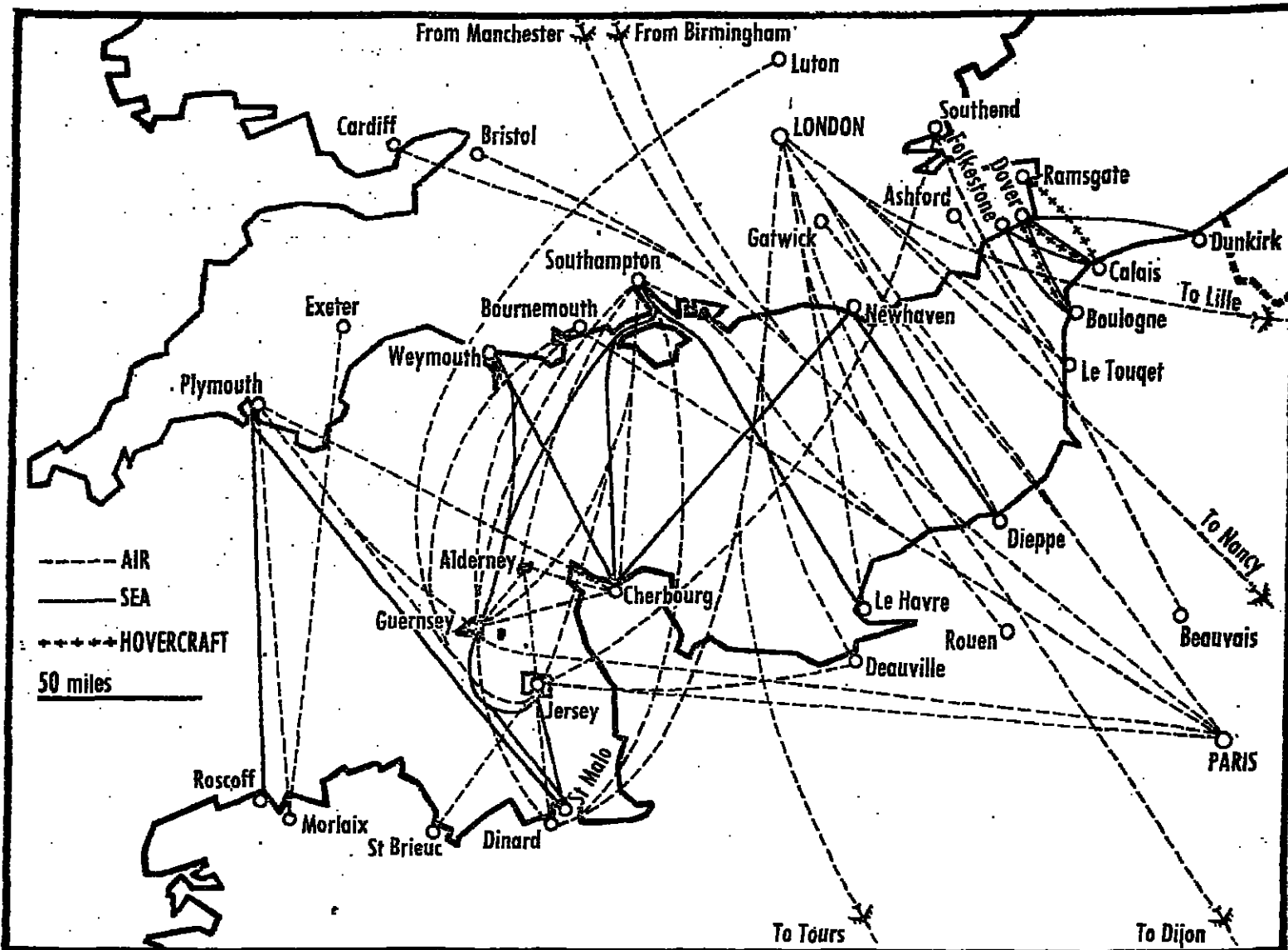
The high price of passenger ferries, as was noted by the Monopolies Commission in 1973, arises largely from the pattern of the trade, in which more than three quarters of the traffic moves in one quarter of the year. The commission recommended greater dis-

parity between peak and off-peak fares. To even the curves, and there have been some moves in this direction, with savings of about 30 per cent for off-peak travel. More could be done through intelligent marketing and economical ships.

In the case of air fares the carriers are perhaps more culpable. All kinds of excuses are produced—wrong aircraft, airport problems, difficulties with customs and immigration—for the absence of low-cost services. But the principal one may be the determination of the main carriers to protect high profits on the route at the expense of the public.

In the case of customs, immigration, and to a lesser extent postal services and telecommunications, there cannot be any serious practical reason why complaints should not be put right. One suspects that the barrier survives primarily in men's minds but that, so long as it does, that innocent stretch of water will reflect it.

The author is Transport Correspondent, The Times.



Air bridge precedes shuttle service

by Arthur Reed

Almost two million passengers cross the Channel by air on the London-Paris route every year, and the numbers are growing so rapidly that the airlines are considering introducing a shuttle type of operation.

Talks have already taken place between British Airways, Air France and the airport and government authorities involved. One of the major problems which has yet to be solved is that the two national airlines use different terminals at Heathrow airport, London, making quick interchange of passengers between flights—vital if a shuttle is to work efficiently—extremely difficult.

While the negotiations

continue, BA and AF run an "air-bridge" operation between Heathrow and Charles de Gaulle airport, Paris. This gives the public a flight from each end at almost every hour during the day, with most of the aircraft used being wide-bodied Lockheed Tri-Stars in the case of the British and the European A300 Airbus by the French.

British Caledonian, the major British independent airline, also links the two capitals with a scheduled service with its BAC 1-11. The aircraft fly to Charles de Gaulle from their base airport at Gatwick.

But while the London-Paris link is important for both business and leisure traffic, there are many air services linking the main airports in each country with the provinces. Air France, for instance, has regular scheduled flights out of London for Nice, Marseilles, Nîmes, Ajaccio in Corsica, Bordeaux, Toulouse, Lyons, Strasbourg, Nantes and Lille.

An ideal compromise which has the added advantage of reducing the cost of air travel is the service which British Islands Airways and British Caledonian fly from Gatwick to airports just over the Channel, from where there is a link by rail to the centre of Paris.

Smaller airlines based on both sides of the Channel have networks of services in each other's countries, and are constantly seeking ways of increasing the number of points to which they fly. Although generally more expensive than going by boat or hovercraft, trans-Channel air travel offers the great advantage of reducing travel time—particularly as it cuts out the wearying surface journey to the coast on each side.

Passenger air travel to France seems to thrive in the face of competition from sea, but one area where the boats have beaten the air is in the carriage of cars. The last British car ferry by air was withdrawn in February, largely because there is not an economical modern aircraft which can be used for the task.

The author is Air Correspondent, The Times.

Prospect of EEC funding revives interest in tunnel

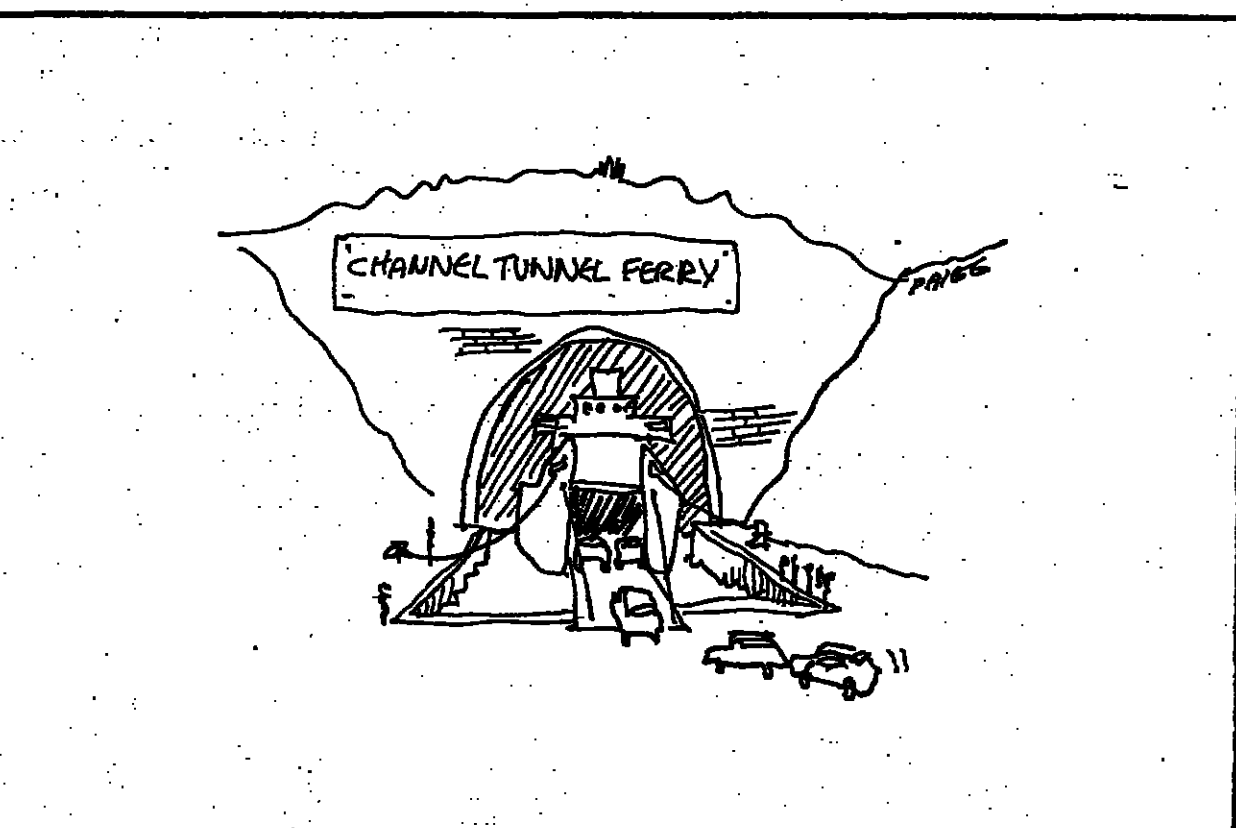
by Derek Harris

me legendary quality is in the idea of a tunnel. The notion of a tunnel, leading to the sea, has been a dream since the days of the Phoenicians. A couple of bays away in the harbour, at the foot of Shakespeare Cliff, is the chalk which gives access to tunnel workings of the 19th century. Near by, barely a yard from the sea, is the old monument to Channel tunneling dreams—the easy descent of the 1974 access bery leading down to some metres of tunnel proper, lying out below the sea. Work was halted there just two years ago after Labour Government, led Sir (then Mr) Harold Wilson, decided to abandon project. It cost £18.7m compensation to all the party involved, including British Channel Tunnel company and its shareholders.

France, where the Government shared equally with British its original backing the project and where still wanted to go ahead, is a similarly abortive attempt of tunnel at Suez, near Calais. It runs a hundred metres out at the sea.

It is the saga of the tunnel, however, which has been the latest idea to inject funds into reviving the project in some form. The Parliamentary Assembly of the Council of Europe has urged that negotiations be opened between Britain and France but with EEC involvement because it had now been realised that other countries in the world could benefit from the tunnel. Financial help from the EEC regional fund is possible, it was suggested.

On the Brussels Commission, although it approves of tunnel project in principle, it did not think it was ripe to pursue at last July a regional port policy committee to the European Commission suggesting that pending legislation the tunnel would qualify for aid as being likely to benefit the whole EEC.



The British Government for its part has made clear this year that if EEC aid in some form were forthcoming then it would be right to look again at the project.

All this obviously increases the chances that a third attempt to connect Britain to mainland Europe by tunnel will be made. But it leaves vital questions in the air on financing as well as on the question of how realistic a project such a tunnel really is.

It was suggested at the time the British Government abandoned the tunnel project that anti-European Communist feelings among some in the Labour Party were a significant factor in the decision. That may now be a less potent factor. A Conservative government seems likely to favour the tunnel other things being equal.

There were environmental objections at the time of the abandonment because of new rail links that were proposed as well as the extensive terminal area planned

at the Cheriton portal to the tunnel. Since then some environmentalists have questioned whether a new high-speed rail link between London and Cheriton, designed to take continental-size rolling stock, would not be a lesser evil than the unchecked growth of heavy lorry traffic through the South-east.

The other reason for the Government's abandonment was the cost of upgrading the rail links at a time when public sector spending was being cut back. A vital question about possible EEC funding for a tunnel project would be how far there might be direct aid for improving the rail links, or at least taking that factor into account in determining how much aid should be given to the tunnel itself.

If concrete proposals are eventually forthcoming for an all-European initiative it will particularly turn back attention to the report on the tunnel and alternative methods of coping with cross-Channel traffic which was made to the Government by the Channel Tunnel Advisory Group.

The group, under the chairmanship of Sir Alec Cairncross, was appointed by the Department of the Environment to try to untangle some of the commercial and economic arguments for and against the various projects.

By the time the group reported the Government had taken its decision to abandon the tunnel. However, the group concluded that the tunnel could have cost the United Kingdom less to build and operate than the expansion of existing ferry and air services although it was felt that the tunnel was not "indispensably" the better solution.

Had the issue related only to the tunnel—excluding, for instance, the rail links problem—the group felt "a good but not overwhelming case for going ahead could have been made out". Even on the lowest forecasts of traffic growth the tunnel could be expected to show a 14 per cent real return on capital employed over 20 years, given a rail link of sufficient capacity to encourage sufficient diversion of present air traffic. Without such rail improvements the return still was 12 per cent, appreciably higher than the 10 per cent cut-off rate usually used for low-risk public sector projects.

The group reached a tentative conclusion, however, that there was unlikely to be an adequate rate of return on the additional rail links proposed. On the other hand if cross-Channel traffic continued to expand and British Rail was to offer an effective alternative in the longer run to air travel to the Continent, there could be no escaping heavy additional

investment, the group pointed out.

But why not, if the tunnel project were revived, explore the possibility of sharing the cost of any associated rail links with the continental railways?

Correctly the group pointed out that a tunnel is not necessarily the only practical alternative to sea ferries and air travel. The report commented that it would be desirable to give more thought to some of these possibilities—such as bridges or a submerged tube—before formulating a fresh plan for a tunnel.

At any rate the engineering side of the tunnel project, in those initial borings below Shakespeare Cliff, presented no unforeseen problems.

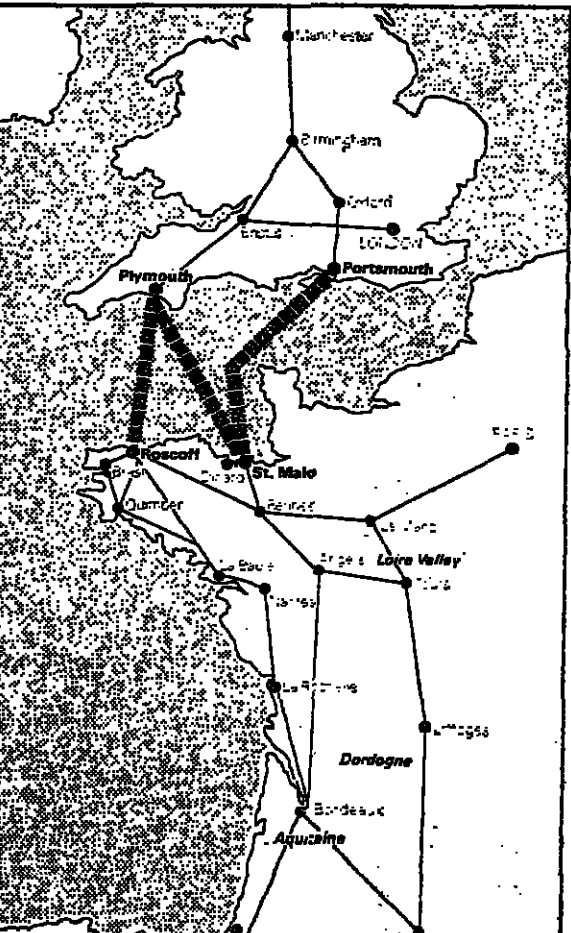
A mammoth digger specially built for the job proved itself in the trial boring by moving well over 6,000 tons of the marl. The digger, part of some £500,000 worth of machinery, is still there, mothballed against a possible revival of the tunnel project. It was expected it would remain in working condition for 10 years.

The chances of its being started up again in earnest within that time do not now seem so remote as when the last tunneller left two years ago.

The author is Commercial Editor, The Times.

Only Brittany Ferries sail direct to Brittany.

The shorter route to Dordogne, Loire Valley, S.W. France and Spain.



Brittany, as our name suggests, is our part of France. But because Brittany is now recognised as the gateway to all the finest holiday areas of South-West France their names too—Poitou-Charentes, Loire Valley and Aquitaine amongst them—are now unmistakably linked to that of Brittany Ferries.

Now has all this come about in such a relatively short time?

Because Brittany Ferries provides Brittany and the United Kingdom with a unique service. Owned and operated by Bretons, it now has three routes exclusively sailing between ports in the UK and Brittany: Staring in 1973 with the Plymouth to Roscoff service, a second route to St Malo was soon added. And now the immensely popular year-round service established from Portsmouth to St Malo.

The benefits of Brittany Ferries. The fast-growing success of these routes enable hundreds of thousands of British holidaymakers each year to sail direct to Brittany, not only saving hours of driving normally associated with the more traditional routes, but arriving fresh and relaxed to discover the diverse natural pleasures of Brittany and South West France.

With their modern no-fuss terminals, all with Ro-Ro facilities, they have also opened up a vigorous exchange in trade, most notably the fine produce from Brittany itself—the Market Garden of France, which arrives daily in British shops fresh from Brittany Ferries.

In return, Brittany Ferries offer freight handlers and exporters a choice of sailings on year-round routes with excellent traffic-free road connections to all parts of Brittany, South West France and Spain.

Another important ingredient in the success of Brittany Ferries is their ships. The superb new "Cornouailles" built in 1977, the well-equipped modern "Armorique" and the "Penn-ar-Bed" soon to resume service after an extensive refit including major improvement in accommodation facilities. Our ships have the highest ratio of berths per passenger on the Channel.

This, then is the unique world of Brittany Ferries. To the holidaymaker, offering a simple and direct route to all the popular holiday regions of Brittany and South-West France. To the exporter, offering an easy and direct route to the markets of Brittany, South-West France and Spain.

brittany ferries

Milbay Docks, Plymouth PL1 3EF Tel: (0752) 21321 Telex: 45380
Norman House, Albert Johnson Quay, Portsmouth PO2 7AE
Tel: (0705) 27701 Telex: 88878

le barrier or bridge?
Special Report
with a conference
sponsored by the British
and French Chambers of
Commerce will discuss the
problems inherent in
joint commerce and
communications.
75017 Paris. The conference,
will be held
on Wednesday
and Thursday
at the Grand
Hotel de la Porte Maillot.

The Region of Nord-Pas-de-Calais and Cross-Channel Communications

"Nord-Pas-de-Calais a land of men, free towns, of freedom.
A welcoming land, the Pays Franc".

The Pays Franc is the name given to the Nord and Pas-de-Calais regions. It is a part of France that is essentially European—open to the sea, and close to England, Germany, Belgium and the Netherlands.

The Pays Franc is Lille-Roubaix-Tourcoing, Lens-Lievin, Douai, Dunkirk, Bethune, Denain, Bruay-en-Artois and Clais—all towns with a population of more than 100,000. It also boasts three of France's chief ports—Boulogne, Calais and Dunkirk.

The Pays Franc means 4 million people, 1.4 million of whom are employed. Of these, one person in every two is employed in industry, four persons in every ten are in the service sector and one person in twelve is employed in agriculture.

In the Pays Franc seven people out of ten live in a town with more than 20,000 inhabitants.

The Pays Franc is a young country—one person in three is less than 20 years of age.

CROSS-CHANNEL LINKS BY AIR

| Passengers | Lesquin/London | Le Touquet/England | Calais-Marek/England |
|----------------------------|----------------|-------------------------------------------------|----------------------|
| Commercial | | | |
| (arrivals/departures) .. | 14,521 | 100,037 | 3,161 |
| General traffic | | | |
| (arrivals/departures) .. | — | 44,984 | — |
| Cars (to 31.10.1976) | — | 782 | — |
| Frequency of daily flights | 6 | Le Touquet/Southend 14
Le Touquet/Gatwick 14 | — |

CROSS-CHANNEL LINKS BY SEA 1976

| | Dunkirk | Calais | Boulogne |
|-------------------------------------------------------------------------------------|---------|-----------|-----------|
| Total passengers arriving and departing | 348,642 | 4,169,397 | 1,395,432 |
| —By ferry service | — | 2,939,484 | 958,595 |
| —By hovercraft | — | 1,226,461 | 436,837 |
| —By cruise ship | — | 3,452 | — |
| Total number of cars (tourist and commercial vehicles) arriving and departing | 31,800 | 887,599 | 184,135 |
| —By ship | — | 672,371 | 130,828 |
| —By hovercraft | — | 215,228 | 53,307 |
| Total amount of goods in tonnes | 839,162 | 3,587,113 | 2,047,918 |

The Calais Chamber of Commerce recently showed its sense of humour by publishing a booklet under the title "The 23 known Ways of crossing the Channel". The thirty kilometres of water that separate France from Great Britain have always been seen as a challenge to the daring and the British have been just as enthusiastic as their Continental neighbours in devising ways of making the crossing—some less crazy than others—though tending rather to highlight their own achievements. The story is told that at the time when swimming the Channel was still regarded as a considerable feat, an exhausted Frenchman reaching the beach at Dover could hope to be met only by a bonneted member of the Salvation Army, proffering him a religious tract.

Since Blanchard and Jeffries first crossed the Channel by balloon in 1785, the methods used to make the journey have been varied. Blériot, of course, succeeded in doing so by aeroplane in 1909 and was followed by others using such diverse methods of transport as a life-jacket, a helicopter, (1928), an amphibious vehicle, a bathyscaphe and water-skis. In all 23 known methods. There is, however, another one...

The twenty-fourth Way

This is the method which has been known and considered for some considerable time, namely the "Channel" that was to pass below the blue-green waves and link England with France. This was a dream that had been cherished for more than a century and a half but was shattered one sad day of January 1975 when our British friends decided not to go ahead with the project.

In fact, work had begun on both sides of the Channel and had already cost some 400 million francs. Those responsible in the Department of Nord-Pas-de-Calais were very disappointed at the decision, knowing the harm which the region would suffer as a result of the refusal. Their disappointment was put into words by Pierre Mauroy, President of the Regional Council, as also by Pierre Delmon, Chairman of the Economic and Social Committee, and Robert Delesalle, President of the Regional Chamber of Commerce and Industry, who still continued to hope...

"The Tunnel is a necessity and facts are more obstinate than men and governments; they will end up winning the day..." True, Anthony Crosland, British Minister for the Environment, did say when announcing the news to the House of Commons that such work as had already been carried out would be maintained in the best possible sense so that the project could be revived when circumstances were favourable. Was this an empty promise? We should not necessarily take it as such and it is taken seriously on the French side of the Channel. Why? Because we remember a similar interruption in the tunnel work begun on the French side in 1875 and abandoned in 1882. The 92 metre shafts dug near Calais at that time were to be utilised again in 1972 when the new project was to be utilised again. And so we still have faith that one day the tunnel will become reality—even though it will demand a great deal of patience.

The importance of the seaboard

Why did the Channel project arouse so much interest in the Nord-Pas-de-Calais region and why have hopes not been stifled? Because this region, which geographically is part of north-west Europe, needs to trade with Belgium and the Netherlands as well as with Great Britain and Germany. Its industry, which is strong despite the

many difficulties which face it, is now forced to cling to the coastline. As early as 1971 official plans for the development of the Nord-Pas-de-Calais region laid great stress on the advantage to the area of the coastline which extends from the Belgian frontier to the River Somme. It is general knowledge that both technical and economic considerations have caused the steel industry to move nearer the coast and that this movement was what precipitated the great expansion of Dunkirk. The chief factor behind this revolutionary change was the sharp drop in the cost of transport by sea—one has only to think of the size of oil tankers today—which has transformed the economic map of the world and made easily accessible sources of supply that it was previously impossible to tap. The sea has even been referred to as "a new source of raw materials". This trend, visible everywhere, encourages the establishment of primary industry directly on the coast.

Advantages of Location

To these economic factors others must be added. Thus the Nord-Pas-de-Calais region is located where the sea is sufficiently deep to allow access to vessels of the maximum foreseeable tonnage and is able to draw on the considerable manpower potential of the most densely populated areas of Western Europe—two considerations of importance for the future of the region. Already the main shipping routes of the world converge on the Channel and the North Sea and every year the Pas-de-Calais sees more than a thousand million tonnes of raw materials and finished products being transported from or to the most powerful economic complex in the world. The northern coast of France is situated at one end of the area of high industrial concentration which stretches from the Ruhr to Belgium, the Netherlands and France and then across the Channel to the industrial complexes between London and Manchester. These advantages gain in importance when we consider that the ports of the Rhine delta, Antwerp, Amsterdam and Rotterdam are fast reaching saturation point.

New Infrastructures

In the past, the northern ports of Dunkirk, Calais and Boulogne saw their expansion inhibited by the lack of sufficient inland waterways or a network of roads linking them efficiently with the ports of the Rhine estuary, the Meuse, the Escaut, the industry of the Rhineland and even that of the Paris region. This no longer holds true today, even though there is still much to be done. The important Dunkirk-Valenciennes waterway will soon be linked to the rivers and canals of Belgium while the motorways between Lille and Dunkirk, Lille and Paris and Brussels and Paris, as also that under construction between Calais and Basle, which will pass through Arras, Reims and Dijon, already constitute a vital network of communications. Needless to say, since the Channel tunnel project was abandoned, priority has been given to the development of high-speed trains running between Arras, Lille and Brussels and from Brussels to London via Lille and Calais.

Three Ports

All this has tended to enhance the importance of the ports of Dunkirk, Calais and Boulogne and despite present difficulties it is the desire of the regional authorities to continue to develop and extend them. Much of the future

of the region will be played out on the coasts of the Channel and the North Sea which are so close to Great Britain.

As well placed as Le Havre to receive large vessels and with a reserve equal in size to the port of Rotterdam while able to serve a hinterland extending beyond their own immediate region into adjoining regions of France, part of Benelux and the Rhineland, the three ports of Dunkirk, Calais and Boulogne see their role as a markedly European one and are naturally equipped to play a great part in links between France and Great Britain. The fact that the distance separating the two countries is rendered negligible by the growing efficiency and density of communications is thought in the Nord-Pas-de-Calais region to be increasingly symbolic. Is this a mistake? Is it wrong to believe still that the important industrial area around London and the largest industrialised area on the continental mainland in many respects complement each other?

Cross-Channel Links

This is the present reality and future prospects of cross-Channel links. The latter have always existed in the very nature of things but their spectacular development in less than a century underlines their vital importance. Largely dependent upon the closer bonds which now join Great Britain to Europe, these links are continuously developing but are undergoing an unprecedented change at a technical level which means a greater speed and better quality of service, whether we are thinking of the transport of passengers, vehicles or goods. The introduction of the hovercraft which moves on a cushion of air is perhaps the most spectacular illustration of this progress but much has also been accomplished by British Rail, the French Railways and by the various shipping companies. We find on both sides of the Channel evidence of a desire to keep pace with a traffic which has gone on increasing with the years.

The three ports of Boulogne, Calais and Dunkirk enjoy important, but different, advantages but the cross-Channel traffic that has in each case built up over the past few years has aroused a good deal of comment.

Boulogne-sur-Mer

The following facts have recently been ascertained: In two years the port of Boulogne now receives as many passengers as it did in the whole of the nineteenth century. The port station is able to accommodate three vessels simultaneously. The train connection with Paris (11 trains in either direction daily) has recently been improved by the taking into service of two turbo-trains.

Situated as it is on the straight line between London and Paris, the port of Boulogne takes full advantage of the possibilities offered by roll on/roll off traffic. In addition to the two berths of the *gare maritime* serving Dover and Folkestone and the Ro-Ro quay of the Loubet dock, Boulogne has a third berth close to the Commerce dock which is designed to handle larger vessels and covers an area of eleven hectares of land recovered from the sea. The latter alone could produce an increase in goods traffic of the order of 400,000 tonnes per year. There are other important plans for expansion, such as that to extend the ore-handling quay by some 300 metres to enable it to handle vessels of between 60,000 and 80,000 tonnes.

Since commercially Boulogne is mainly oriented towards the roll on/roll off passenger and tourist vehicle traffic, it hopes to benefit considerably from the increase

in the number of car ferry services and the greater capacity of the giant hovercrafts.

In 1958 Princess Margaret was present at the opening of the first continental hoverport, the terminal at Boulogne. This new type of traffic has burgeoned to such an extent that there are now plans for the construction of new facilities able to cope with as many as 10,000 passengers on peak traffic days. This expansion will be carried out in close cooperation with the authorities in Dover, where a new hoverport is being planned.

Calais

Of the three ports of the region, Calais is the nearest to England—a fact which led to its becoming the main French port handling passenger traffic. In 1975 it broke through the 4,000,000 passenger barrier, thus earning the title of the "English port on the Continent". There is no doubt that Calais most of all was disappointed by the cessation of the Channel project but handling as it does half the total number of passengers passing through all French ports, it was already extremely well equipped and its facilities have been constantly expanded with the encouragement of the Chamber of Commerce since this is also the chief vehicle handling port.

The outer harbour is provided with four floating berths which permits a fast turnaround of vessels, particularly during the summer period when a ship leaves the port every thirty minutes. Calais has also seen considerable growth in the number of goods lorries handled, with the result that a fourth berth for car ferries and a ten hectare parking area have been brought into service.

Hovercraft have been operating from the port since 1966, though this traffic really got under way in 1969 with the opening of the hoverport which covers an area of 12 hectares to the north-east of Calais.

Other important plans for the future include the moving of the East Jetty to make room for a road haulage terminal. The goods transport sector has also undergone marked expansion as a result of the roll on/roll off traffic passing through the port.

Dunkirk

Dunkirk has grown considerably over the past few years because of the siting of the steel industry on the coast and of the increased imports of ore and petroleum products. However, since the "rapid-handling" port of Gravelines situated to the west of Dunkirk came into operation in 1976, the latter has also assumed a more important role in cross-Channel traffic. This has made it possible to substantially cut the time required for the crossing and to shorten loading and unloading times. The new fast handling port means that Dunkirk is only some two and a half hours away from Dover. The port is relying less on an expansion in passenger traffic than on that of accompanied vehicles, heavy lorries and goods. Traffic overall is expected almost to double between 1980 and 1991 while the movement of goods is expected to grow at a rate of 4% to 5% a year. Here again, the roll on/roll off system has proved its advantages for short-haul transport. Dunkirk also expects to see an upsurge in container traffic—though more in the longer term—and this would also mean a great increase in the amount of traffic to be handled by the port of Dover. Hitherto British traffic has accounted for some 10% of total inland water traffic handled by Dunkirk—a figure which is expected to grow rapidly.

REGION NORD-PAS-DE-CALAIS

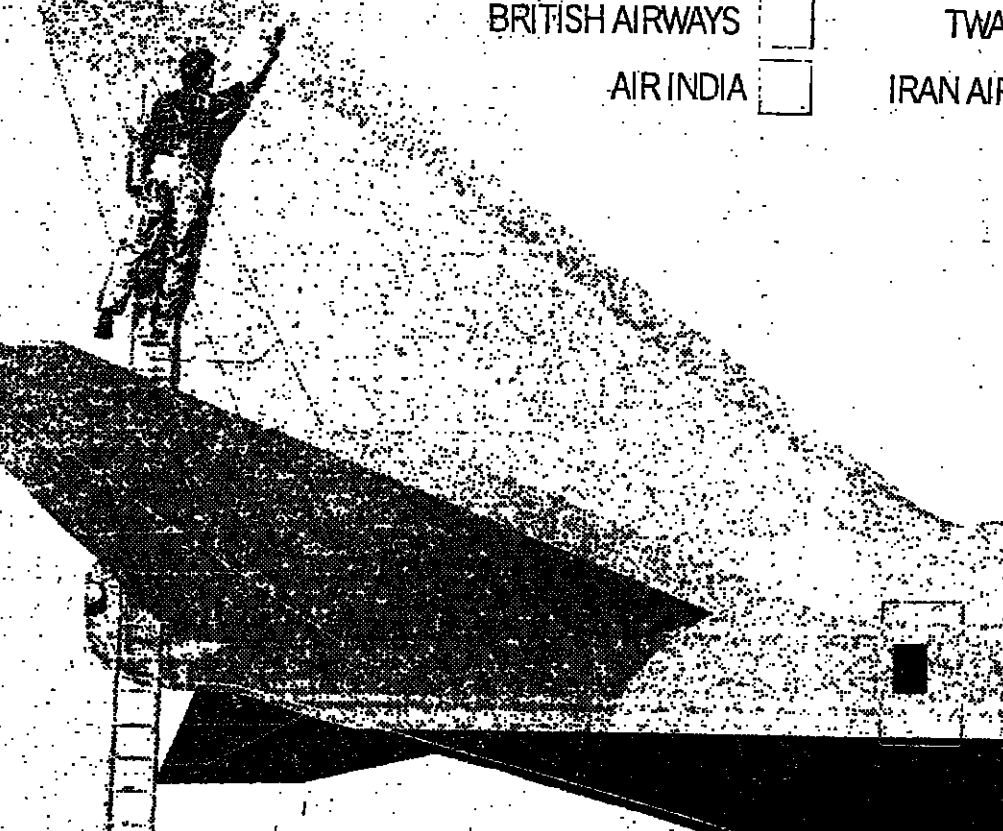
oe's affidavit

implied

most comfortable planes in the sky. Which one?

BRITISH AIRWAYS ☐ TWA ☐

AIR INDIA ☐ IRAN AIR ☐



There are only five airlines that operate a daily service direct between London and New York. Which of these is amongst them?

AIR FRANCE
NATIONAL AIRLINES
IRAN AIR
EL AL

New York

London



TRY ME! TRY ME!! TRY ME!! TRY ME!

PAN AM ☐ LUFTHANSA ☐ BRITISH AIRWAYS ☐ IRAN AIR ☐



IRAN AIR
The world's fastest growing airline



New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234

CAN UNFAIR BE FAIR?

Not since its momentous judgment in 1954 outlawing segregation in schools has the United States Supreme Court been called on to make a decision of greater importance to the social and educational structure of the country than that in the Bakke case. The Court, sensitive to the enormous practical and political effect its decision will have, may try to decide the issue on narrow grounds, creating as restricted a precedent as possible. If it does that, it is virtually certain that other cases will come before the Court, forcing it eventually to rule on the principle, that of the legality of reverse discrimination.

The facts of the Bakke case are simple, and the issue, stark. Mr Bakke, a white man, was one of more than 2,000 people to apply to the University of California's medical school at Davis. There were 100 vacancies. He was not successful, but 16 black, Hispanic and Asian-American applicants gained acceptance. All of them had lower marks than Bakke, but were able to get places because the medical school had a policy—in the form of a quota—designed to help students from disadvantaged minority groups. Bakke claims that by its refusal of his application, the University had denied him his constitutional right to equal treatment. The University admits discrimination, but justifies it on the ground of policy, not only its own but that of successive United States governments.

The issue raises a genuine dilemma, not least among Americans of enlightened and liberal views, who are divided over it. Two desirable social objectives are in irreconcilable conflict. On the one hand, there is the principle of non-discrimination and equality between men, irrespective of race. On the other, Bakke has a justified grievance, that because of the colour of his skin, and not because of any lack of merit, he has been given inferior treatment to someone of lesser attainment but, in this context, privileged racial group. On the other hand, and especially in the longer-term, the narrowing of the economic, educational and cultural gap between whites and blacks is an objective which has for a long time been

a cornerstone of government policy.

Without some reverse discrimination that cannot be achieved. If Davis medical school were to admit students purely on their educational record, few, if any, blacks would get in, and there would be few black doctors graduating. Multiplying that effect throughout the field of higher education, and in employment (where there is also an active policy of reverse discrimination, usually by quota) would, it is argued, result in the gap between black and white becoming greater, not narrower, with untold political consequences for the future. There is also an element of guilt involved in existing policies: an attempt to make up for wrongs done to minority racial groups in the past by favouring them—sometimes to excess—in the present.

It is not surprising that there has been a certain backlash to policies of reverse discrimination. They involve a degree of social engineering which many white Americans (and people of other countries, including Britain) find unacceptable. They are not convinced that the methods used are the right ones for the objective desired, and are mistrustful of a policy by which individual injustices have to be accepted today for a heralded better society tomorrow, which they are unlikely to see and which, anyway, may not work at all. The record of governments which indulge in social engineering to any substantial extent does not inspire confidence.

It is difficult to know where to draw the line in applying a policy of reverse discrimination, but one distinction can be made. Giving jobs, or university places, to members of disadvantaged groups who are totally unsuited to them by experience or qualifications should not form part of any such policy. Where there is a black candidate who would not be considered for the job or place if he were white, he should not get it. Where, however, the choice is between candidates of roughly equal ability, it might be considered permissible to favour the black candidate. In the Bakke case itself, there is no suggestion that the 16 blacks accepted into the school did not reach the minimum requirements, or that they would not be able to cope with the exams, or could not make

good doctors. That fact makes the Supreme Court's task all the more difficult.

It should not be thought that the issue of reverse discrimination is relevant only to the experience of the United States. It has been considered at some length by the British government, whose conclusion was given legislative effect by section 35 of the Race Relations Act 1976, which exempts from the various forms of unlawful discrimination set out "any act done in affording persons of a particular racial group access to facilities or services to meet the special needs of persons of that group in regard to their education, training or welfare, or any ancillary benefits". Other provisions of the Act provide similar exemption from liability for job-training schemes which benefit disadvantaged racial groups.

The government's attitude to reverse discrimination was set out in the White Paper which presaged the 1976 Act. After accepting the principle that discrimination in favour of or against a racial minority would at first blush be equally unlawful, the White Paper goes on: "However, if the principle of non-discrimination is interpreted too literally and inflexibly it may actually impede the elimination of invidious discrimination and the encouragement of equal opportunity." The government has therefore accepted—and enshrined in law—the positive contribution that reverse discrimination can make.

Britain has no constitution or Bill of Rights which a rejected white applicant for an educational course or job can invoke in aid. That does not mean that Britain is immune from the possibility of a Bakke-type controversy. More and more British-born blacks and Asians are of the generation just entering employment or tertiary education. Many of them suffer from feelings of frustration caused by imagined or real discrimination against them, and are pressing for compensation in the form of reverse discrimination. If the government goes too far towards meeting those demands, Britain may well have its own disgruntled Bakke. Yet if the government is too reluctant to accept reverse discrimination, the effect will be to increase the general effect of discrimination and disadvantage in society.

JET GOES TO CULHAM—TWO YEARS LATE

Even by the standards of the EEC, two years is a long time for a decision. The siting of the Joint European Torus (JET) project has been discussed at four meetings of ministers responsible for research in the Nine, three meetings of foreign ministers, and once at the summit in the European Council. At times it seemed the project would generate more ill will than cheap energy—its ultimate aim. Belgium, Italy, France, West Germany and Britain all hymned the superior advantages of their proffered site. Most of the rival claimants, most notably Britain, used blocking tactics in the Council of Ministers to defend their claims, with the EEC's four-year research programme as the most common victim.

Yesterday at last the necessary act of political fusion took place at a ministerial meeting in Luxembourg, with a decision in favour of the United Kingdom Atomic Energy Authority's laboratory at Culham, near Oxford. This is welcome on two main counts.

First, Culham appears on balance and by a small margin to be the most suitable site for the project on technical and personnel grounds, though Britain's use might have been better served if this superiority had not been so grossly exaggerated during negotiations. It is little comfort that the West Germans were or much less crude in their

lobbying for their fusion research centre at Garching, in Bavaria, the main rival. Secondly, the JET project will be the first major EEC venture to be sited on British soil. This will give it a certain symbolic value—it will also be the first freshly created joint enterprise under Euratom Treaty law—though it is unlikely to attract the continuing public interest of a full-blown EEC institution.

These are the pluses. On the minus side, the design team at Culham, under the direction of a French physicist, has been seriously affected by the two years of wrangling and indecision at the political level. The original team of some fifty five scientists has dwindled to thirty four, as those anxious to secure their own future or the education of their children returned to base, or were lured to the United States. It is hoped that some of them may now be persuaded to return.

Equally distressingly, those who remained at Culham have had to see the rival American project at Princeton forging ahead with a full team of some 350, much the same number as the eventual complement required by the JET project at Culham. Although the Americans have been experiencing some problems on the design side, they have enjoyed the benefit of a firm decision to go ahead more than two years ago. The contribution which the JET pro-

ject will make to the use of controlled nuclear fusion is not yet certain. But when the issue at stake is, ultimately, the possibility of providing boundless energy from cheap raw materials, two wasted years can ill be afforded, and will now have to be made good.

It would be a great pity if the lamentable performance of the Nine member states in the JET saga were to act as a deterrent to further cooperation in the field of advanced technology. The interlocking fields of energy, industry and advanced technology are prime candidates for the pooling of the EEC's individually limited but collectively impressive resources of capital and skill. The issues are not always as simple as they may seem: for example, a healthy European desire to compete collectively with the United States of America may conflict with the economic logic for large European companies of benefiting from American know-how.

Yet in many fields the logic of cooperation is strong: the practical inconvenience of competing high-speed train or colour television systems, for example, is obvious. Nowhere is it more inexorable than in so hugely expensive a field as this development. It is to be hoped that the lessons of JET have been learnt, and that it will henceforward become a symbol of fruitful teamwork rather than of futile wrangling.

Future energy sources

From Mr P. M. S. Jones
Mr P. M. S. Jones's arguments (October 17) are unclear. The following clarifications may be helpful. Nuclear stations which already generate economically 14 per cent of our electricity are not alone in saving transmission, distribution, and waste management and other costs, and these are taken into account in the investment decisions the generating boards. Furthermore, such investment is only undertaken if the expected returns sufficiently exceed the costs so that it is hard to see how a situation could arise in which they could "single the nation".

The operational stations have been described as the workhorses of the system by the former chairman of the Central Electricity Generating Board. This reflects an excellent reliability. Indeed, of the Magnox stations holds a world record for uninterrupted operation. In 1976-77 the nuclear stations in England and Wales had an average load factor of 77 per cent, whereas only three fossil stations exceeded 70 per cent. The regular and maintenance of nuclear stations also are consistently lower. There have been delays in the construction of advanced gas cooled reactors but this is a problem they have shared with contemporary fossil fuelled stations. Mr P. M. S. Jones appears to be aware that fast reactors are

already producing electricity in the United Kingdom, France and the Soviet Union and have been doing so for a considerable period. This is not a new but an evolving technology.

In connection with energy demand it has to be remembered that electricity is easily distributed, versatile and efficient in end use. It is produced from low grade fuels and uranium which could not be burnt locally with any greater overall efficiency. By all means let us develop "renewable" sources and adopt conservation measures where these are economic and socially acceptable propositions (see C. F. Clement's letter October 19), but do not forget the only non-fossil large scale dependable energy source in sight.

Yours faithfully,
P. M. S. JONES,
Head, Economics and Programmes,
United Kingdom Atomic Energy Authority,
11 Charles II Street, SW1.
October 21.

Guerillas in Rhodesia

From Mr Walter H. Salomon
Sir, Earlier this month, the Labour Conference passed a strongly worded resolution calling on the British Government to inter alia, to "give material and moral support to freedom fighters in Zimbabwe". This week the British Council of Churches has published its views

Rhodesia Now: The Liberation of Zimbabwe.

The Churchmen stop short of advocating the use of funds of Christian churches or societies for direct aid to terrorist guerrillas. It has to be said, however, that some individual Christians or Churches may "feel able to give direct assistance to the guerrillas fighting for self-determination". They further quote the representatives of the "freedom fighters" as "their armed struggle, far from being of 'blood bath' proportions, is responsibly organized" and state that "many pacifists would agree that a distinction can be made between a discriminate and proportionate use of force and unrestricted violence". In my view this shows muddled if not evasive thinking on the part of the churchmen. A terrorist war means untold human misery and it means the murder of innocent women and children: there is no hope that it would be responsibly organized or "a controlled means to an end".

The use of terrorist violence is already too widespread. It could destroy us all. The West Germans have had a taste of what the next 20 years may bring as they have the long suffering people of Northern Ireland. The British Council of Churches and the members of the Labour Party should think again about what they are advocating. Yours sincerely,
WALTER H. SALOMON,
The Reform Club,
104 Pall Mall, SW1.

Private remarks made public

From Mr Alan Clark, MP for Plymouth, Sutton (Conservative)
Sir, It is interesting (leading article, October 22) that you should defend Sir Richard Dobson's dismissal on the grounds that his remarks "left the impression" that he believed many people "to be inferior". The principle that the human field is one where it should not be permitted to assert or act upon qualitative judgments is certainly one which (because it is so unattractive) has had to be reinforced by statute penalizing "discrimination". But there is at least one element of comfort to be drawn from the affair—namely, it has confirmed that abstract concepts, ideas, are stronger (and, therefore, in repressive societies, more to be feared) than actions.

It is a well accepted fact of life, recently given the force of law, that there are practically no limits to the personal and practical incompetence of the job holder. Prolonged mismanagement, defective forecasting, gross ill-health, sexual deviance and embezzlement seem to disqualify no one from having their employment "protected". But even the most honest and familiar of executives, the Emperor, far from having no clothes on, might just possibly have some of his buttons undone. It seems intolerably offensive to our corporate masters. I am, Sir, your obedient servant,
ALAN CLARK,
House of Commons.

From Mr Philip Goldenberg
Sir, I am staggered by the views of some of your correspondents (October 24).

It is indeed a breach of etiquette to record a speech on a private occasion. It certainly is a good thing that people should say what they think. But it is not a sad-but-typical aspect of our adversarial society that leaders (be they of management, or trade unions, or of political parties) should feel, or at any rate be reasonably interpreted as holding, generalized and prejudiced views about their opposite numbers? And is it not sadder that any such leaders should either hold or express opinions tinged with casual racism? And are not these problems more important than a breach of good manners—I sincerely hope that, if the recording had first been made available to *The Times*, you would have reproduced it.
Yours faithfully,
PHILIP GOLDBERG,
Prospective Liberal Parliamentary candidate for Eton and Slough,
2 Cherrydale,
Hagden Lane,
Wexford.

From Lord Taylor
Sir, The sad experience of Sir Richard Dobson should point for everyone in public life a simple and salutary lesson.

Marxism teaches that the end justifies the means, and that, in the smashing up of our society, any and every expedient is justified. Betrayal of one's hosts, abuse of hospitality, character assassination, and the destruction of every law and malice are by an extraordinary process of mental gymnastics, regarded as positive virtues, provided they contribute to the un-

Stopping hijacking

From Mr S. Hills
Sir, As a long standing and very frequent air traveller over the past 20 years I have also been addressing my thoughts to possible ways of thwarting the hijacking of aircraft. Sealing the cockpit from the passenger's perspective, as the use of "knock-out" gases I'm afraid are not effective solutions, as there must always be some communication between the cockpit and the main body of the aircraft, thus enabling the hijacker to bargain, and if the hijacker can always prepare himself with a gas mask (Airport 1977—a novel by Michael Scheff and David Specter). There are, however, two possible solutions:

(1) The method adopted on the routes between Rhodesia and Taiwan, whereby each crew member and traveller carries a hand bag at all and is required to empty his pockets and hand bag into a small basket for detailed examination before boarding.
(2) The use of a hand bag which is required to be signed and destroyed before boarding the aircraft that, in the event of a hijacking, they are prepared to accept all the risks involved including the loss of their lives.

Mr Begin's visit

From the Acting General Secretary of the Labour Party
Sir, In your issue of today (October 20) you quote Mr David Watkins, MP, whom you say is chairman of the Labour Party's Middle East Council, as regarding the proposed visit of Mr Begin. There is no such body as the Labour Party's Middle East Council. The Labour Middle East Council is a small pressure group and not an official Labour Party body. The statement by Mr Watkins is not an official Labour Party statement. I am sure Mr Watkins would be the first to confirm these facts. If the matter is left, however, a great many people may be misled.
Yours sincerely,
R. UNDERHILL,
Acting General Secretary, the Labour Party,
Transport House,
Smith Square, SW1.
October 20.

Projecting coloured births

From Lord Kaldor, FBA
Sir, There have been numerous accounts in the press of the criticisms which I made in 1970, according to the forthcoming volume of Mr Crossman's diary, of a certain projection of the number of births to coloured parents in 1986. Since these criticisms affect civil servants who are not able to defend themselves, I would like to make it

determining of confidence in the liberal virtues of conventional honesty, decency, and freedom of speech and opinion.

The message is plain for all to read. No Marxist can be trusted not to betray relatives, friends, colleagues, superiors or subordinates, if he thinks that by so doing he is furthering his cause. Such intellectual arrogance, based on very second rate philosophical theorizing, is enough to make the Marxist a liability in any position of responsibility in a liberal society. In particular, it behoves us not to elect any more Marxists to Parliament—or to take them out to dinner.

Yours etc,
TAYLOR OF HARLOW,
House of Lords.

From Councillor Sam Springer
Sir, As a member of the Home Secretary's Standing Advisory Council on race relations, and one who has been involved in promoting good relations between people of different ethnic groups, I am appalled at the highly irresponsible and offensive remarks made by Sir Richard Dobson, Chairman of British Leyland. I am convinced that he has undermined the progress made in recent years in improving race relations as well as industrial relations in this country. Moreover, I doubt whether he has ever stopped to consider the immense damage he has done to Britain's export market.

How does he expect the "Woos" to react when they realize the contempt with which they are held by one of Britain's leading industrialists? The thought must remain as to what extent his views may be shared by his other colleagues in his place. Yours faithfully,
SAM SPRINGER,
Town Hall, Hackney, E8.

From Mrs Anne Burden
Sir, Your correspondents (October 24) seem to have missed the point about Sir Richard Dobson's speech. As chairman of Leyland he was a public figure and his innermost opinions of the work force matter. The fact that he held the views expressed in his speech showed him to be unsuitable for his job.

Let us rather thank the tape recorder for exposing what appears to be two distinct attitudes. Let us be grateful it was done with a tape recorder and not with a terrorist's gun. On balance the tape recorder seems to be a more efficient weapon which attacks only those "condemned out of their own mouths" and if the ubiquitous tape recorder makes us all more careful to say what we think and to think what we say, then we might see an upsurge of sincerity which would not be such a bad thing. Yours faithfully,
ANNE BURDEN,
107 The Road,
Burmham,
Buckinghamshire.

From Mrs Sheila Barton
Sir, Surely the objection is not to Sir Richard Dobson having said what he thought, which may have been unthinking, but to his thinking what he said. Yours faithfully,
SHEILA BARTON,
7 Orchard Street,
Cambridge.

The first solution is perhaps inconvenient but very few of us in fact need the items we always carry in our briefcases, etc., and it is not much of a sacrifice to do without them even on a 20-hour flight.

The second solution might deter some of us from flying at all but will, at least in cars, where statistically the risks of death are far in excess of hijacking incidents and I, for one, would be perfectly prepared to accept the solution if I felt it would eventually, or altogether eliminate the bargaining element of the hijacker.

I accept the fact that neither solution (whether combined or not) is foolproof since any suicidal fanatic, if he merely wishes to blow up an aircraft without rhyme or reason, can conceal a bomb in his main baggage stored in the baggage compartment. However, if a bargain or ransom is involved, which his confederate on the ground would advise after take off, there must be within that bargaining threat sufficient time element for an acceptance of the bargain. This time element would then probably allow time to land and search.

Yours faithfully,
STUART HILLS,
46 The Ridgeway,
Tonbridge.

Recognition of ordained women

From the Regius Professor of Divinity at Cambridge
Sir, In your correspondence and leading article on the recent celebration of Holy Communion in this country by an American woman priest there seems to be a tendency to confuse two questions which ought so far as possible to be kept distinct. These are: (a) that of the ordination of women priests in the Church of England, and (b) that of the recognition by the Church of England of priests of other churches of the Anglican Communion who are women.

With regard to the former the Anglican Group for the Ordination of Women to the Historic Ministry of the Church, of which I am chairman, has always insisted that the change of policy which we desire must be brought about by strictly constitutional means after the fullest consideration by the Church as a whole, and this is surely right. Illegal or irregular action, such as the ordinations of women by some American bishops before their church had decided to admit women to the priesthood, would be discreditable and counter-productive.

In respect of the latter issue, however, the situation is different. Without excluding the General Synod or the dioceses, our bishops announce that they would refuse to license any Anglican priest from abroad to officiate in this country if she is a woman. This policy seems to be full of inconsistencies, as well as deeply offensive to individuals who belong. The women in question have undoubtedly been ordained canonically, by rites which the Church of England acknowledges as valid, and in aid by the authority of churches with which the Church of England is in full communion.

The only proper ground for a general refusal to license any Anglican women priests as such would appear to be a belief on the bishops' part that they are not in fact priests. But in that case the Church of England could not possibly maintain, as it claims to do, full communion with the churches that have ordained, or purported to ordain, them. Full communion which does not entail interchangeability of ministries is not full.

There are those, indeed, who hold that these ordinations are invalid, but the mere fact that the recipients were women; but this position is not open to the bishops collectively, since the General Synod, by majorities in each of the Houses of Bishops, Clergy, and Laity, has already recorded its view that there is no fundamental objection in principle to the ordination of women. It might perhaps be argued that the effect of licensing is to give an overseas priest the same status for the time being as a priest of the Church of England, and that for a woman this is impossible since in the Church of England no woman can become a

priest. But since these women are in fact priests, of churches with which we claim to have intercommunion, it is scarcely convincing. In these circumstances it may well be that the most effective way to persuade the bishops to revise their policy is for clergy and congregations to invite visiting Anglican women priests to celebrate Holy Communion whenever suitable occasions arise. "Disobedience" in this matter is entirely consistent with strict legality and propriety in respect of the ordination of women within the Church of England. A very useful first step might be for those bishops who were aggrieved by the recent incident to test the actual state of the existing law in the courts.

Yours faithfully,
G. W. H. LAMPE,
The Divinity School,
St John's Street,
Cambridge.

From the Vicar of the University Church, Oxford

Sir, It is a mistake to imagine that opponents of the ordination of women in the Anglican Communion can be neatly divided into those who have fundamental objections to women priests and those who are "inopportunist". There are those of us who see no theological reason why the universal Church should not decide to ordain women. Indeed our understanding of Christian practice and thinking leads us to expect development and change. But we equally believe that this issue is too big for such a small section of Christians as the Anglican Communion to decide by itself.

There are certainly things which Anglicans are capable of deciding on. We can do what we believe to be right with our own consciences. We can decide to follow the Book of Common Prayer and the role of the Thirteen Articles. But there are certain things which we hold in common with other Christians, such as the Creed and the Canon of Scripture. Experience shows that if you tamper unilaterally with these things of unity you cause Christian division.

Because Anglicans have claimed that the ministry lies in this way, the "common property" and substantial change in its ordering must depend on the decision of the common body. This is just as much a matter of principle and conscience as any which the advocates of women priests may invoke. The full dimensions of the problem facing the Anglican Communion will not be grasped unless the issue is seen for what it is, not principle against pragmatism, but principle against principle.

Yours faithfully,
PETER CORNWELL,
13 Mansfield Road,
Oxford,
October 24.

First class at cut rates

From Mr P. A. Keen
Sir, Margaret Dennes Cohen's letter of October 22 about an elderly man buying, at half price, a first-class ticket to Paddington, assumes that the senior citizen's scheme is a subsidised facility.

This is not so. It is a commercial scheme to stimulate travel by senior citizens and so to increase revenue. It has succeeded magnificently in this respect. One of its attractions to old people is that it is available, for example, on sleeping car services and in first class. Since, therefore, travelling first class benefits the taxpayer rather than the reverse, I hope Mrs Dennes Cohen would not wish to deny senior citizens the right to purchase this additional comfort. Yours faithfully,
PETER KEEN,
Chief Passenger Manager,
British Railways Board,
222 Marylebone Road, NW1.

From Mrs Ronald de Bunsen
Sir, I am a little astonished by Mrs Margaret Dennes Cohen's criticism of the senior citizen who booked a first-class fare from Oxford to Paddington on his concessionary card. (October 22). He adds not a title to the expense of taxpayers by so doing so long as first class coaches are retained by British Rail. Indeed, he is adding to the comfort of other passengers by leaving an empty space in the often over-

crowded third-class compartments. This passenger has more than likely helped to subsidise the railway by buying first-class tickets up to the time of his retirement. It has never before entered my head to travel first class but this certainly gives me ideas. If for a "comparatively small sum" I can have seven-eighths of two coaches to myself, this is the way I shall travel in the future.

Yours faithfully,
MARGARET DE BUNSEN,
Burgess Farm,
Upshire,
Waldham Abbey,
Essex.

From Miss Elisabeth Jupp
Sir, My mother at 77 is frail, lame and always in some pain. Travelling is an ordeal for her but one of her greatest pleasures. She has been a year, is to visit her children and grandchildren at the other side of England. This past year she has travelled first class at a cut rate; even so the fare is expensive for her.

First-class carriages are almost never full. While they exist it seems compassionate and helpful of British Rail to let some of the otherwise empty seats be used by elderly people who deeply appreciate tranquillity and comfort. Yours faithfully,
ELISABETH JUPP,
23 Harrow Way,
Harrow.

Battle of Britain

From Air Commodore A. R. D. Macdonell, RAF ret'd

Sir, A book has been published by Len Deighton called *Fighter*, much of which concerns the German Luftwaffe of the Hitler war. It also includes chapters about the Battle of Britain. These contain inaccuracies on the subject of morale, weapons, tactics and comparisons between the German Messerschmitt 109E and the Spitfire I and the Hurricane I. On the subject of the book under its title is written "The True Story of the Battle of Britain". As Chairman of the Battle of Britain Fighter Association I wish to place on record that we do not endorse this claim.

Yours faithfully,
A. R. D. MACDONELL,
70 Burgh Road,
Dulwich, SE24.

Gruesome competition

From Mr George Clare

Sir, Under the heading "Gruesome competition" you published an article in your issue of May 14 by your former Bonn correspondent, Mr Dan van der Vat, in which he expressed his keen distaste for a competition run by *Bild*, the German mass circulation daily of our group, which had the purpose to increase popular awareness of the importance of early recognition of cancer.

Mr van der Vat called *Bild*'s competition a "creatively simple giveaway" and concluded his description of what he termed "this extraordinary stunt" with the words: "If this cancer contest does nothing else, it shows that *BILD* is always ready to extend single handed the boundaries of the

journalistically possible".

Here Mr van der Vat was certainly correct for this "stunt" produced donations for the German Cancer Research Fund from *Bild* readers amounting to DM2.5 Mio. *Bild*'s Editor, Herr Guenter Prinz, has just been awarded the Federal Republic's Order of Merit First Class for publishing this "creatively simple" competition. The Federal President's award citation says: "This success is without parallel for any newspaper competition and could only be achieved thanks to the great journalistic expertise and care shown by the editors of *Bild* and hence of that newspaper's Editor in Chief."

Yours sincerely,
GEORGE CLARE,
Managing Director,
The Axel Springer Publishing Group,
38 Jermyn Street,
St James's, SW1.

An Offenbach revival

From Mr Alexander Faris

Sir, Your Music Critic Stanley Sadie is mistaken in stating that *Les Contes d'Hoffmann* is "Offenbach's one piece that is not an opera bouffe". In 1864 Offenbach's grand opera *Die Rheinmessen* was presented at the Hofoper in Vienna. It was withdrawn after eight performances, but its principal motif, used in the overture, the finale and a central chorus by Elves, was later resurrected by this composer to become the Barcarolle in *Les Contes d'Hoffmann*.

The MS full score of *Die Rheinmessen* is in the Austrian National Library. Yours faithfully,
ALEXANDER FARIS,
118d Regent's Park Road, NW1.

Trouble at the opera

From Mr Stephen Solley

Sir, On the night that I enjoyed the abridged version of *Don Carlos*, the booing or rather braying of a small section of the audience was overwhelmed by the prolonged and hearty clapping and cheering by the rest of us. I wonder if the protesters would have booed the pit in the same unpleasant way had it contained the band of the underpaid Metropolitan Police?

Yours faithfully,
STEPHEN SOLLEY,
Cloisters,
Pump Court, Temple, EC4.

Guest Column

Happy-pills that so often lead to suicide

Dr Colin Brewer points out the dangers of treating unhappiness as a medical problem

One of the most lethal ironies of modern medical practice is that increasing numbers of British men and women are committing suicide with medically prescribed drugs which are supposed to make them feel happy. This is a fairly recent phenomenon because the drugs in question, known as tricyclic antidepressants, were only introduced in 1959. Since then, psychiatrists and GPs have prescribed them liberally, to the tune of 3,500,000 prescriptions in 1965 and 8,000,000 in 1974, representing 2.7 per cent of all National Health Service prescriptions.

Tricyclics are the most poisonous of all the drugs commonly used in psychiatric practice, and the first patient to succeed in killing himself with them did so within a year of their introduction. In 1965, at least 19 successful suicides were attributable to tricyclics, and the number has increased steadily to 167 in 1974. This represents 9 per cent of all suicidal poisonings and excludes a number of deaths classified by coroners as "accidental" or "undetermined whether accidental or suicide", a proportion of which are undoubtedly suicidal.

Of course, it is not surprising that

unhappy people sometimes try to kill themselves, but that very fact should have made doctors cautious about prescribing drugs which could prove fatal even after a relatively small overdose. Barbiturates are still one of the most popular drugs for successful suicide, but a patient is unlikely to die if he reaches hospital alive after a barbiturate overdose. In contrast, tricyclics can kill even if the patient is under constant supervision in an intensive care unit.

Many doctors prescribe these drugs generously in the belief that they nip depression in the bud and stop people setting to a suicidal stage or needing to be admitted to hospital. Unfortunately, there is little evidence that tricyclics have led to any fall in the number of admissions for depression or in the number of suicides. The suicide rate has certainly fallen since 1964, but that is accounted for almost entirely by a reduction in coal-gas poisoning, presumably thanks to natural gas. The incidence of suicide by tablets and by other methods has stayed fairly constant, since then, while the number of admissions for deliberate overdose (not all of them suicidal) has increased about threefold.

I must stress that I regard tricyclics as useful drugs and prescribe them myself occasionally, but these figures suggest that many of those who attempt or commit suicide are not suffering from conditions which respond to medication.

The basic cause of this epidemic of self-poisoning with happy-pills is the medicalization of misery. What used to be called "unhappiness", with the implication that it was part of the human condition, to be dealt with if at all by personal or social change, is now called "depression", with the implication that it is a disease like typhoid or cancer which it is the responsibility of doctors to eliminate. There are certainly some

patients who are profoundly miserable without apparent cause and who can be thought of as "ill", but they are comparatively rare.

This is not the first time that a useful treatment has proved to be a two-edged sword, and we have some precedents to guide us. A total ban is neither necessary nor likely, but doctors must be made more aware of the toxicity of tricyclics and be more discriminating in their prescribing. I see too many patients who have had drugs prescribed without any attempt to find out why they are unhappy, or in the usually vain hope that drugs will somehow enable the patient to feel jolly in the face of a rotten marriage, a frustrating job, or an unfortunate personality.

One solution is to place some small but irritating bureaucratic obstacle in the way of prescribing, such as filling out a form in duplicate. This system was used with success in Australia for certain very expensive drugs. In an age when many repeat prescriptions are written by doctors' receptionists, even a requirement that the GP himself should write it (as is mandatory for some addictive drugs) could lead to more selectivity. Limiting the number of tablets to be dispensed at one time and having them foil-wrapped might reduce the risks of an impulsive overdose, as would entrusting the tablets to someone other than the patient.

In the longer term, prescribing habits will probably shift to safer anti-depressants of which several examples already exist. Looking even farther into the future—perhaps unrealistically far—doctors and patients might question the whole philosophy of "pills for personal problems" which is as dangerous and as ineffective now as when people only had alcohol and opium to help them to ignore what they preferred not to see.

© Times Newspapers Ltd. 1977

Good neighbours are what our cities really need

This week the Government announced an extension of its inner city aid programme by bringing more towns and cities into the scheme. Anthony Steen examines the reasons why government action has so far failed to help the industrial urban areas and calls for radical new policies.

The dramatic eclipse from prosperity to poverty of some of our greatest cities did not take place overnight. Yet it took a decade of government reports in the 1960s to bring home the gravity of the situation commonly called "urban deprivation".

Miller-Holland's look at London housing, Ingleby's study of children and young people, Plowden's investigation of primary education, Seaborn's plan to reorganize the social services, focused attention on the need for positive discrimination towards people suffering from multiple deprivation living in overcrowded areas and for whom the welfare state did not exist.

Urban deprivation was seen exclusively as a problem affecting people to which the old, unskilled and unemployed were especially vulnerable, rather than the inevitable consequence of external influences affecting those unable to escape from rundown areas.

In 1968 Harold Wilson declared an urban crisis with £20m to cure it. Jim Callaghan, then Home Secretary, described the urban aid programme as arresting the downward spiral which afflicts so many of the depressed and most overcrowded parts of our towns and cities. He said: "There is a deadly quagmire of need and apathy. The idea was to punch from Peter to pay Paul by switching to special grant category money already in the rate support grant for general allocation. In this way £60m was earmarked from rural to urban areas and with no extra cost to government. Yet to obtain a 75 per cent award local authorities had to find the balance of 25 per cent either from existing budgets or by borrowing. For the poorer authorities this often proved prohibitive. Further, by providing cosmetic finance for community service programmes and building projects, an illusion was created that urban aid would cure city malaise—whereas the rot continued and grew."

Nor did the Education Priority Area experiment, concerned with the positive discrimination for children of the "deprived", get to grips with the underlying problem facing those in areas of social malaise. For in spite of the boast that the scheme would improve educational standards and so compensate for a child's deficient background, the programme failed to teach the skills necessary for pupils to find work on leaving. The cost: £175,000. The result: five volumes on library shelves.

Criticism that funds were being squandered

A further £5m was spent by the Home Office on "action research" through the Community Development Project, which detailed small "professional teams" to generate self-help in urban stress areas. What the teams learnt was the amount disadvantaged people could do to help themselves was severely limited. The CDP view that government funds were being squandered on the wrong poverty programmes may explain the official silence surrounding much of the five years of experimental work.

The urban bandwagon rolled on. A newly established Community Programmes Department in 1972 launched neighbourhood schemes for £150,000 a piece—a "Pilot and cross-fertilising experiment with the Community Development Project". They focused the need for visual improvements to the environment rather than merely jollying up the deprived.

Sir Keith Joseph reawakened interest in the personal deprivation theory by suggesting that deprivation was a kind of hereditary disease transmitted from generation to generation. Half a million pounds then went to academic institutions to carry out a seven-year study programme: report due 1980.

Peter Walker's £3m urban guideline and inner area studies followed next and with them the dawning of a new approach—the total approach. This rationalized the failure of previous urban programmes on the basis that they were too narrow and failed to comprehend wider issues affecting the city as a whole.

The Department of Environment's "quality of life" studies, which were launched contemporaneously, advanced the same thinking but applied the total approach to the use of leisure.

By now poverty programmes thick and fast. The use of weaselwords in deceptive project titles added to the confusion since they bore little rela-

tion to what was actually happening on the ground. There was a proliferation of schemes involving numerous government departments, interlinked, inter-departmental, cross-financed.

It was time for coordination, said an inter-departmental study. The result: the Urban Deprivation Unit, staffed by a levy of bureaucrats. A ministerial post was created for urban affairs in March, 1974. This disappeared six months later without trace.

Local authority new thrust through Comprehensive Community Programmes which superseded the total approach. These were based on the belief that urban deprivation still lingered in the 50 or so areas suffering from it because of priorities given to other areas. The programme abandoned social action and favoured administrative juggling with priorities.

To test the practicality of this approach £4m worth of trial runs were to be set up. Now it seems the trial runs are themselves to have a trial run—in Gateshead!

Because of duplicity and general confusion, no one knows the real cost of the poverty programmes. Some say about £10m annually since 1968. What we do know is that the government's fight against urban deprivation, like the emperor's new clothes, has been shown to be little more than empty rhetoric: for the number of unemployed has risen dramatically in nearly every city; homelessness has doubled; a million people languish on local authority waiting lists; Housing Action Areas are a contradiction in terms, for the £195,200,000 allocated to them in 1973-74 was cut back to £85,800,000 in 1975-76, and with a pound worth less. Regional grants and development area status have not helped the exodus of people from the inner cities.

Some say the most poverty programmes have done is to employ a new breed—professionals of deprivation—to conduct surveys and produce reports which tell us little that we did not already know. The dearth of poverty initiatives in the past two years led to the belief that the government was preparing to launch a radical new approach. Hopes were dashed, however, when Peter Shore launched out the all too familiar phrases in his speech at Bristol: "a strategy for revitalization", "urgency for the inner cities", "better integration of services". But no new money to do it with, just shuffling around what was already earmarked "public expenditure".

In spite of 10 years of poverty programmes, it is clear the Government has not learnt very much, for it is now off on yet another wild goose chase. This time the inner city is the target, with local authorities harnessed to empty partnership agreements whilst urban malaise, urban deprivation, inner city squalor—call it what you will—continues and grows worse.

"If our cities fail, so to a large extent does our society," So said Peter Shore in a speech last year noted for its purple phrases in which he urged everyone in the land to tackle the urban crisis. Yet the recent White Paper Policy for the Inner City fails to build on the experiences of the poverty programmes.

For the talk now is of redirecting priorities, "re-dispersed action" and new partnership arrangements with local authorities—though even what this all means is anyone's guess.

The overall impression is that the Government lacks the political will to find a solution to the problems of our cities. For everyone knows that the recipe for prosperous towns is a flourishing industrial sector and full employment. In which case, why has not the government seen to it that the tens of thousands of acres of vacant land and derelict land which spread outwards from the centre of our cities are reclaimed for industrial development? Where are the long term plans for tackling the damage caused by the stop-go industrial growth and decline cycle? Why still no commitment to shattered communities displaced by whole sale demolition of inner city neighbourhoods, who were lured to vast soulless council estates on the periphery of our great towns?

Profits were diverted to building on green sites

The problems go back a century or more—the result of a process by which factories were built on green field sites then on the edges of our towns where land was plentiful and cheap and housed the local workforce.

Yet as industry prospered, profits tended to be diverted to the building of new factories on other green field sites. With insufficient investment the older industries declined. Local job opportunities suffered. Migration left the older and unskilled behind. Many firms closed leaving vacant sites. These were not filled for they were expensive

to buy, and there was a shortage of skilled labour in city centres. It was cheaper and quicker for new firms to start afresh further out.

Today the cities topography vividly illustrates the effects of the recurrent cycles of growth and decline. Birmingham now has 1,100 acres derelict within the city; Liverpool some 2,000, and other big cities show similar patterns. Yet much of it will remain locked up in the hands of nationalized industries, public bodies and local authorities (Liverpool City Council owns 60 per cent of the city's inner area). Not only does this deter new investment, but it represents a direct cost to the local authority in loan charges on council land and revenue foregone in the absence of development.

The Government must compel recalcitrant public organizations to release their holdings at a price which will attract indigenous business. The right approach would be to have any further thrust outwards into the green belt. The local authorities must be provided with the necessary resources and resolve to implement such a policy. The Government has already allocated £100m for construction work for the cities but this is no gift—just borrowing powers for local authorities to incur greater debts in the future. Let us hope that this will be earmarked for infrastructure grants for derelict and under-used land.

It is not just derelict land we should go to town about, but also the faceless battalions of bureaucrats who gum up the works on planning applications, prevent business creation, empty warehouses and use of existing premises through unnecessary delays and rigid adherence to administrative procedures. Bureaucracy may well be the root cause of the failure of regional policy to reduce differentials between the regions. Surely with all the technical machinery, industrial development certificates, regional planning boards, intermediate areas and regional development grants our cities should have been rejuvenated.

Regional Aid could be put to better use

Yet regional policy has worked against the inner areas by sucking out industry to the periphery and beyond to the new towns—as on Merseyside, where 80,000 jobs were lost in the inner city to be replaced by 100,000 on the edge. Furthermore, the cost of £13,300 to create each job in a special development area would suggest that regional aid could be put to better use.

If we revitalize the cities where are we going to put the people who come to work there? Massive slum clearance programmes have stripped the inner cities of housing stock. The older properties which remain do not attract mortgages. Private purchases have been hit by the dramatic drop in local authority mortgages (from £856m in 1975 to £380m in 1976). Private lettings have dried up because of the provisions of the Rent Act. But worst of all is the catastrophic reduction in improvement grants in Housing Action and general improvement areas, down from 15,799 in 1974 to 5,970 in 1976.

"We must pension off the bulldozer and replace the general policies of comprehensive redevelopment by a policy of gradual renovation and rehabilitation" (Peter Shore, Habitat Conference, 1976). This is surely where money should be spent. Why isn't it?

Hand in hand with industrial revival and housing improvement must go the rebuilding of a caring community, probably the most delicate and difficult of all the tasks.

For the demolition of the inner area laid waste not just houses but also communities where relationships were important and people cared for one another. Here the ailments of our modern age—loneliness and mental ill health—were far less prominent.

The first priority, therefore, is to try to rekindle the neighbourhood spirit in the large impersonal council estates around the cities by the creation of smaller units of organization, where people can once again start to relate to each other. Furthermore, in a number of areas the redistribution of responsibility and resources away from the town hall official to the "people themselves" has worked well and suggests a more widespread application. Self-help and participation are worn terms but the principle behind them are still important and have considerable potential.

The future of our country is bound up with the restoration of our communities, the reversion of industry and the return of prosperity to our cities. Those who ignore this do so at their peril.

© Times Newspapers Ltd. 1977

The author is Conservative MP for Liverpool, Wavertree.



A Martini is a Martini is a Martini.

Any way you have it.
On the rocks—with gin or vodka—
or as a long drink with ice and soda.
That subtle, unique Martini Dry
taste comes singing through every
time. Fresh...clean...light.
A taste that could be called
sheer poetry.

The right one.

Any way.

MARTINI

EXTRA DRY

Only carefully selected wines
and herbs are good enough for the
world's most beautiful drink.

هكر ا من الا هل

John Foord

plant and machinery valuers

Stock Exchange Prices

Gold's firmer

ACCOUNT DAYS: Dealings Began, Oct 17. Dealings End, Oct 28. § Contango Day, Oct 31. Settlement Day, Nov 3
§ Forward bargains are permitted on two previous days

John Foord

chartered surveyors

[illegible]

THE TIMES

BUSINESS NEWS

Stock Exchange launches new 'model code' for share deals by directors

By Desmond Quigley

Company directors will be barred from dealing in shares in their own companies for two months before the announcement of interim and preliminary financial results under a proposed amendment to the Stock Exchange Listing Agreement.

The dealing restrictions form part of a larger framework covering directors' share transactions which has been incorporated in a "model code" produced by the Stock Exchange, after consultation with the Confederation of British Industry.

The code will be incorporated in the Listing Agreement when it is amended, probably within a year. It will be the minimum requirements for directors' conduct.

Unveiling the code yesterday, Mr. Nicholas Goodison, chairman of the Stock Exchange, stressed that the proposed rules had been formulated to aid directors' transactions rather than to try and make "insider dealing" more difficult.

Although there have been several well publicised cases in the last few years where directors dealt in shares before price sensitive information was announced to the Stock Exchange,

Mr. Goodison said the code had been prompted by the fact that directors of many companies felt inhibited from dealing in shares of their own companies.

The backbone of the code is that directors should not deal when in the possession of price sensitive information.

Although introducing the code as its own form of self-regulation, the Stock Exchange Council still believes that insider dealing should be covered by legislation. It is anxious that the impending White Paper on company law, expected to be published in the present parliamentary session, is likely to cover this area.

The code states that a company chairman or other senior director should be notified of all deals by a director in his own company and that a register should be maintained.

It declares: "During the period of minutes immediately preceding the preliminary announcement of the company's annual results and of the announcement of the half-yearly results together with dividends and distributions to be paid or passed, a director should not

purchase any securities of the company; nor should he sell any such securities unless the circumstances are exceptional, for example where a pressing financial commitment has to be met."

There is to be discussion with companies which produce quarterly results to find a suitable formula, but with a shorter time restriction.

But the code is less clear-cut than it is not capable of definition—when restrictions should be placed on share dealing before the announcement of matters of "an exceptional nature".

It states: "In principle, the prohibition should start to run from the point at which the likelihood of an announcement of a material change in the company's financial position becomes a reasonable probability. In the example of a material acquisition, that moment might be when the heads of agreement to the transaction are signed."

Companies will be able to draw up their own codes, provided they are "no less onerous" than the model code, and will be obliged to file them with the Stock Exchange once the Listing Agreement has been amended. They will be expected to discipline any directors who transgress their code.

US brokers say bear market 'here to stay'

From Our United States Economics Correspondent Washington, Oct 25

Share prices on United States stock exchanges declined so far early today that brokers declared that the "bear" market had firmly established itself.

Both the Dow Jones averages of transportation and industrial shares hit their lowest levels in over two years—a clear signal that the stock markets have entered a new and bearish phase.

Sentiment was again dominated by concern over possibly higher interest rates, the lacklustre outlook for the economy and the apparent confusion in Congress and the White House over energy and tax reform.

Good news from Detroit, indicating a sharp rise in new car sales in mid-October, failed to have any effect.

The Dow Jones' industrial average fell more than three points to below the 800 level, and now stands more than 20 per cent below its highest 1977 level. At the same time the Dow Jones' transportation average dropped below the 200 point, thus breaching the previous low point of 203.85 on October 12, 1975—and more than 14 per cent below the high point reached early this year.

These declines have themselves prompted selling, and brokers said a "snowball" action was becoming increasingly evident as investors saw others selling their shares. Such a development is said to be typical when the Dow Jones averages indicate that the market is entering into a new phase.

Brokers who respect the so-called "Dow theory" note that when both the industrial and transportation averages climb past previous high points, or when they both slip below previous low points, the market has entered a new phase. The latest declines in both averages clearly signify that the "bull" market is dead.

The "bull" market is said by brokers who follow Dow theory to have started in 1974, and it has been the strength of the Dow transportation index that has formed the basis for the "bull" market over until today.

The key factor for the near future, according to informed market sources, is the course that the Federal Reserve Board takes in its monetary policies.

Should the Fed continue to pump money into the economy, the market would be expected to recover. But if the Fed tightens its money, the market would be expected to decline.

Should the Fed prove to be the case—and the evidence in the markets so far is not sufficient to form any conclusions—some interest rate stability could emerge.

Most brokers and bankers admit that clearer statements by the Administration and Congress on future economic policies are vital if a significant revival in share price values is to take place.



Left to right: Sir Eric Faulkner, former chairman of Lloyds Bank, Mr. Gordon Richardson, Governor of the Bank of England, Lord Seebohm, chairman of Finance For Industry, and Professor Jim Ball, Principal of the London Business School, at yesterday's conference.

Bank Governor joins calls for tax reliefs to help small companies

Mr. Gordon Richardson, Governor of the Bank of England, yesterday added his voice to those in favour of tax concessions for small companies.

At a conference on the future of private companies, organised by the Industrial and Commercial Finance Corporation, Mr. Richardson said a better tax climate would be a more potent force for change in sentiment in favour of small businesses than would specific measures taken to subsidise the cost of finance or to plug the information gap.

Emphasising that the main requirement was "the creation of an environment more benign to business", he said that the small business sector could not thrive unless it was possible in the first place to accumulate capital, and then to transmit it to the family under conditions which did not compel either the wholesale withdrawal of funds from the business or its sale.

"There are also a number of ways in which the taxation of

income currently impairs the efficiency of small firms, particularly through the combined effect of company taxation and personal taxation," he said.

Mr. Richardson said: "Government has recognized that the level of direct personal taxation adversely affects incentives and thus blunts initiative, entrepreneurial and otherwise. It is therefore the aggregate of the tax burden on small businesses that needs to be looked at, as well as its complexity."

He urged a resolution to the problems created by the deferred tax element in company balance sheets and also appealed for simplification, value-added tax on small companies.

But he argued that the decline in the number of individuals with capital for investment could not be wholly reversible, and some shift in the pattern of personal savings towards the institutions must be accepted.

There were bound to be differences in approach to investment between institutional and individual investors, he went on. "If the small business sector is not to suffer from this trend towards the institutionalization of personal savings we must look to the institutions to devise new vehicles for making their due contribution to the financing of small business."

"This in turn implies some change of attitude by the proprietors of small businesses: they may have to be willing to devote new vehicles for their investments, or make their contribution to the financing of small business."

Mr. John Methven, director-general of the Confederation of British Industry, also called for tax cuts for small businesses, reiterating the demands laid out in a recent CBI report on small firms, *Enterprise in the Eighties*.

Chamber's plea, page 24
Financial Editor, page 25

Whitehall may gloss over paint price rise

Although the decorative side of the paint manufacturing industry is still being investigated by government order on its price and profit margins, some makers have set out on what could become a new round of price rises.

This is despite the fact that there has already been one major round of increases in the summer after Mr. Hattersley, Secretary of State for Prices and Consumer Protection, had in March referred the decorative industry for investigation by the Price Commission.

But with the prospect of bringing out its report next month, the commission is in a somewhat anomalous position because the investigation was started by Mr. Hattersley under the old price control rules. It is only under the new rules—operative since August—that prices can be frozen during an investigation instigated by the commission.

In the case of a sector reference by the Minister—the method used for covering a whole industry—there were, under the old price control rules, no effects, as they are now, for prices to be rolled back after an investigation.

Price rises by many paint manufacturers in the early summer, mostly in the region of 10 to 12 per cent, were allowed at the time because under the old rules manufacturers were able to show that their costs had risen.

Raw materials, which account for half the industry's basic costs went up by 23 per cent in the financial year to last April, and the effects continued to feed through for some time after that. However, the rate of increase for the main constituents of both emulsion and gloss paints, for instance, eased considerably between May and August.

The summer price rises were so widespread that the Commission set up an additional survey to update the findings of its first retail audit. But the new Commission has faced the problem of paint price rises, just as it faced the problem of food price rises.

Because of intense competition in difficult trading conditions, major manufacturers say profit margins have been progressively eroded. Berger, claiming that its margins are at least 6 or 7 per cent lower than they were in 1974.

But for the Commission to have acted immediately on the Berger increase would have meant announcing an investigation under the old price control rules while the new sector investigation was still going on.

Now, it is understood, another major paint manufacturer has pre-empted the Commission—in this case nearly 10 per cent.

Derek Harris

Disciplinary stand by accountants

By Nicholas Hirst

In an attempt to take the initiative on self-regulation, the Institute of Chartered Accountants in England and Wales yesterday produced its views on criticisms of accountants made in Department of Trade inspectors' reports.

The statements by the institute have been timed to appear less than three weeks before the expected publication of the report on disciplinary procedures of accountancy bodies being prepared by an eight-member committee headed by Lord Cross of Chelsea.

It is thus seen as showing that the institute can make its own way on self-regulation without need of a push from Cross.

A general statement by the institute's Investigative and Professional Standards Committee said that in looking at criticisms made of accountants the prime object was not to agree or disagree with the views of the inspectors, but to draw lessons which could be of practical use to members of the profession in their roles as auditors, accountants, directors or employees.

Mr. Martin Harris, former director-general of the Takeover Panel, a member of the Cross Committee and chairman of the Professional Standards Committee, said: "Our view is quite independent of any view that

might be taken by the Cross committee but the initiative taken today is not likely to be at variance with what Cross decides."

As he explained, statements by the Professional Standards Committee are unlikely to prove particularly contentious as any evidence of major misconduct would result in a reference of the case to the senior disciplinary committee of the institute.

Exactly what the disciplinary committee will do in future will depend to a large extent on what Cross recommends; but this committee has already taken the unusual step of suspending an accountant director of London & County Securities.

Vauxhall pay vote: Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Chrysler attacked over Linwood dispute

By R. W. Shakespeare

A dispute over four men which has closed the Chrysler plant at Linwood, Renfrewshire, making 7,000 workers idle and using production losses of 2m worth of cars a day, marked an attack on the management from a shopfloor leader yesterday.

It also provoked a warning from a group of influential Scottish Conservative MPs that the shutdown could have serious consequences not only for Chrysler itself but by discouraging further industrial investment in the west of Scotland high unemployment area.

Mr. John Carty, senior shop steward at the Linwood plant, accused the company of "lashing out blindly" when it suspended four inspectors last week after they had refused to carry out an instruction to work at a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Emsworth Port will vote on a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flexibility" agreement with the unions, but the inspectors produced a report that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers. The move came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Lords' committee rejects EEC doorstep sales directive

George Clark

Litcal Correspondent
An EEC directive intended to persuade British law on doorstep sales is not only unworkable as a piece of legislation, it is also unacceptable in the light of current trading practices in the United Kingdom, the use of Lords Select Committee on the European Communities states in a report published yesterday.

While wholly endorsing the need for effective action in this sphere, we in support those provisions of the directive which appear to have been designed less for protection of the consumer than for the competitiveness of the domestic market, the committee states.

In a country... which has long history of door-to-door selling, the apparent attempt to discourage traders from this practice seems to us all the more undesirable.

The Mail Order Traders' Association of Great Britain reminded the committee that there are about four million agents, all part-time, and for the most part housewives, who promote shopping by way of catalogues. Total sales in 1976 made by members of the association were about £1,100m.

The directive would interfere with and jeopardise this business. The aim of the Consumers Consultative Committee of the EEC Commission is in the long run to ban door-to-door sales of products and services except in the case of a genuine need. This view was shared by the Finance Houses Association and the Hire Purchase Trade Association, who put in a long and critical memorandum to the committee.

"We register our dissent from the report of the CCC which appears to regard the provision of consumer protection... as a mere preliminary to banning doorstep contracts altogether," they said.

"Social customs vary: though in some countries it may be rare for consumers to be visited, in the United Kingdom it is quite frequent and is not regarded as undesirable in itself."

Mr. A. M. Edgar, joint managing director of Provident Financial Group, told the committee: "Provident urges those responsible for representing the United Kingdom viewpoint to resist strenuously attempts to change an important part of the lifestyle of this country to its disadvantage." Article 13 of the directive, he said, clearly showed the ambitions of the authors to get a foot in the door "as a first step to achieving a complete ban on door-to-door sales."

The Retail Credit Federation emphasized the historical differences in the development of trade between the United Kingdom and some continental countries. The federation can trace its method of trading back more than 400 years when, particularly in Scotland, early traders were known as Packmen or Tallmen, a pseudonym which exists to the present day.

The Select Committee has recently issued four reports, which are highly critical of the way EEC regulations have been drawn up. Of this directive, it says: "Almost every article is defective as a legislative measure and the directive is a grossly defective piece of legislation. It will require substantial amendment. Credit transactions, insurance, perishable foods, mobile shops, agency mail order trading and professional transactions should all be excluded from the directive, the committee states. Reviewing the proposed formalities for completing a doorstep contract, the committee prefers the more flexible system of the Consumer Credit Act, 1974.

The Co-operative Union's parliamentary committee also commented: "We are aware that in certain EEC countries there is already an absolute prohibition on doorstep selling. We have no quarrel with this, but it highlights the difficulty of agreeing a directive which will be fair to Britain, where it is traditional to sell many things on a house-to-house basis from religion to leisure bread."

Litcal Correspondent
An EEC directive intended to persuade British law on doorstep sales is not only unworkable as a piece of legislation, it is also unacceptable in the light of current trading practices in the United Kingdom, the use of Lords Select Committee on the European Communities states in a report published yesterday.

While wholly endorsing the need for effective action in this sphere, we in support those provisions of the directive which appear to have been designed less for protection of the consumer than for the competitiveness of the domestic market, the committee states.

In a country... which has long history of door-to-door selling, the apparent attempt to discourage traders from this practice seems to us all the more undesirable.

The Mail Order Traders' Association of Great Britain reminded the committee that there are about four million agents, all part-time, and for the most part housewives, who promote shopping by way of catalogues. Total sales in 1976 made by members of the association were about £1,100m.

The directive would interfere with and jeopardise this business. The aim of the Consumers Consultative Committee of the EEC Commission is in the long run to ban door-to-door sales of products and services except in the case of a genuine need. This view was shared by the Finance Houses Association and the Hire Purchase Trade Association, who put in a long and critical memorandum to the committee.

"We register our dissent from the report of the CCC which appears to regard the provision of consumer protection... as a mere preliminary to banning doorstep contracts altogether," they said.

"Social customs vary: though in some countries it may be rare for consumers to be visited, in the United Kingdom it is quite frequent and is not regarded as undesirable in itself."

Mr. A. M. Edgar, joint managing director of Provident Financial Group, told the committee: "Provident urges those responsible for representing the United Kingdom viewpoint to resist strenuously attempts to change an important part of the lifestyle of this country to its disadvantage." Article 13 of the directive, he said, clearly showed the ambitions of the authors to get a foot in the door "as a first step to achieving a complete ban on door-to-door sales."

The Retail Credit Federation emphasized the historical differences in the development of trade between the United Kingdom and some continental countries. The federation can trace its method of trading back more than 400 years when, particularly in Scotland, early traders were known as Packmen or Tallmen, a pseudonym which exists to the present day.

The Select Committee has recently issued four reports, which are highly critical of the way EEC regulations have been drawn up. Of this directive, it says: "Almost every article is defective as a legislative measure and the directive is a grossly defective piece of legislation. It will require substantial amendment. Credit transactions, insurance, perishable foods, mobile shops, agency mail order trading and professional transactions should all be excluded from the directive, the committee states. Reviewing the proposed formalities for completing a doorstep contract, the committee prefers the more flexible system of the Consumer Credit Act, 1974.

The Co-operative Union's parliamentary committee also commented: "We are aware that in certain EEC countries there is already an absolute prohibition on doorstep selling. We have no quarrel with this, but it highlights the difficulty of agreeing a directive which will be fair to Britain, where it is traditional to sell many things on a house-to-house basis from religion to leisure bread."

Litcal Correspondent
An EEC directive intended to persuade British law on doorstep sales is not only unworkable as a piece of legislation, it is also unacceptable in the light of current trading practices in the United Kingdom, the use of Lords Select Committee on the European Communities states in a report published yesterday.

While wholly endorsing the need for effective action in this sphere, we in support those provisions of the directive which appear to have been designed less for protection of the consumer than for the competitiveness of the domestic market, the committee states.

In a country... which has long history of door-to-door selling, the apparent attempt to discourage traders from this practice seems to us all the more undesirable.

The Mail Order Traders' Association of Great Britain reminded the committee that there are about four million agents, all part-time, and for the most part housewives, who promote shopping by way of catalogues. Total sales in 1976 made by members of the association were about £1,100m.

The directive would interfere with and jeopardise this business. The aim of the Consumers Consultative Committee of the EEC Commission is in the long run to ban door-to-door sales of products and services except in the case of a genuine need. This view was shared by the Finance Houses Association and the Hire Purchase Trade Association, who put in a long and critical memorandum to the committee.

"We register our dissent from the report of the CCC which appears to regard the provision of consumer protection... as a mere preliminary to banning doorstep contracts altogether," they said.

"Social customs vary: though in some countries it may be rare for consumers to be visited, in the United Kingdom it is quite frequent and is not regarded as undesirable in itself."

Mr. A. M. Edgar, joint managing director of Provident Financial Group, told the committee: "Provident urges those responsible for representing the United Kingdom viewpoint to resist strenuously attempts to change an important part of the lifestyle of this country to its disadvantage." Article 13 of the directive, he said, clearly showed the ambitions of the authors to get a foot in the door "as a first step to achieving a complete ban on door-to-door sales."

The Retail Credit Federation emphasized the historical differences in the development of trade between the United Kingdom and some continental countries. The federation can trace its method of trading back more than 400 years when, particularly in Scotland, early traders were known as Packmen or Tallmen, a pseudonym which exists to the present day.

The Select Committee has recently issued four reports, which are highly critical of the way EEC regulations have been drawn up. Of this directive, it says: "Almost every article is defective as a legislative measure and the directive is a grossly defective piece of legislation. It will require substantial amendment. Credit transactions, insurance, perishable foods, mobile shops, agency mail order trading and professional transactions should all be excluded from the directive, the committee states. Reviewing the proposed formalities for completing a doorstep contract, the committee prefers the more flexible system of the Consumer Credit Act, 1974.

The Co-operative Union's parliamentary committee also commented: "We are aware that in certain EEC countries there is already an absolute prohibition on doorstep selling. We have no quarrel with this, but it highlights the difficulty of agreeing a directive which will be fair to Britain, where it is traditional to sell many things on a house-to-house basis from religion to leisure bread."

Litcal Correspondent
An EEC directive intended to persuade British law on doorstep sales is not only unworkable as a piece of legislation, it is also unacceptable in the light of current trading practices in the United Kingdom, the use of Lords Select Committee on the European Communities states in a report published yesterday.

While wholly endorsing the need for effective action in this sphere, we in support those provisions of the directive which appear to have been designed less for protection of the consumer than for the competitiveness of the domestic market, the committee states.

In a country... which has long history of door-to-door selling, the apparent attempt to discourage traders from this practice seems to us all the more undesirable.

The Mail Order Traders' Association of Great Britain reminded the committee that there are about four million agents, all part-time, and for the most part housewives, who promote shopping by way of catalogues. Total sales in 1976 made by members of the association were about £1,100m.

The directive would interfere with and jeopardise this business. The aim of the Consumers Consultative Committee of the EEC Commission is in the long run to ban door-to-door sales of products and services except in the case of a genuine need. This view was shared by the Finance Houses Association and the Hire Purchase Trade Association, who put in a long and critical memorandum to the committee.

"We register our dissent from the report of the CCC which appears to regard the provision of consumer protection... as a mere preliminary to banning doorstep contracts altogether," they said.

"Social customs vary: though in some countries it may be rare for consumers to be visited, in the United Kingdom it is quite frequent and is not regarded as undesirable in itself."

Mr. A. M. Edgar, joint managing director of Provident Financial Group, told the committee: "Provident urges those responsible for representing the United Kingdom viewpoint to resist strenuously attempts to change an important part of the lifestyle of this country to its disadvantage." Article 13 of the directive, he said, clearly showed the ambitions of the authors to get a foot in the door "as a first step to achieving a complete ban on door-to-door sales."

The Retail Credit Federation emphasized the historical differences in the development of trade between the United Kingdom and some continental countries. The federation can trace its method of trading back more than 400 years when, particularly in Scotland, early traders were known as Packmen or Tallmen, a pseudonym which exists to the present day.

The Select Committee has recently issued four reports, which are highly critical of the way EEC regulations have been drawn up. Of this directive, it says: "Almost every article is defective as a legislative measure and the directive is a grossly defective piece of legislation. It will require substantial amendment. Credit transactions, insurance, perishable foods, mobile shops, agency mail order trading and professional transactions should all be excluded from the directive, the committee states. Reviewing the proposed formalities for completing a doorstep contract, the committee prefers the more flexible system of the Consumer Credit Act, 1974.

The Co-operative Union's parliamentary committee also commented: "We are aware that in certain EEC countries there is already an absolute prohibition on doorstep selling. We have no quarrel with this, but it highlights the difficulty of agreeing a directive which will be fair to Britain, where it is traditional to sell many things on a house-to-house basis from religion to leisure bread."

Litcal Correspondent
An EEC directive intended to persuade British law on doorstep sales is not only unworkable as a piece of legislation, it is also unacceptable in the light of current trading practices in the United Kingdom, the use of Lords Select Committee on the European Communities states in a report published yesterday.

While wholly endorsing the need for effective action in this sphere, we in support those provisions of the directive which appear to have been designed less for protection of the consumer than for the competitiveness of the domestic market, the committee states.

In a country... which has long history of door-to-door selling, the apparent attempt to discourage traders from this practice seems to us all the more undesirable.

The Mail Order Traders' Association of Great Britain reminded the committee that there are about four million agents, all part-time, and for the most part housewives, who promote shopping by way of catalogues. Total sales in 1976 made by members of the association were about £1,100m.

The directive would interfere with and jeopardise this business. The aim of the Consumers Consultative Committee of the EEC Commission is in the long run to ban door-to-door sales of products and services except in the case of a genuine need. This view was shared by the Finance Houses Association and the Hire Purchase Trade Association, who put in a long and critical memorandum to the committee.

"We register our dissent from the report of the CCC which appears to regard the provision of consumer protection... as a mere preliminary to banning doorstep contracts altogether," they said.

"Social customs vary: though in some countries it may be rare for consumers to be visited, in the United Kingdom it is quite frequent and is not regarded as undesirable

Nestlé assurance on price stability of instant coffee until late spring

By Patricia Tisdall

Nestlé, one of the biggest instant coffee producers, has promised that there will be no further increase in its prices until at least late Spring, 1978, as well as reducing the price of its instant coffee to 10p a jar instead of 15p a jar in June.

Other suppliers are expected to follow the price curb which will give the longest period without a price rise that instant coffee has experienced since November, 1975.

The company confirmed yesterday that new prices due to take effect at the end of the month are 20p a jar for less than those originally planned. The new wholesale rates will take the retail price to around £1.40 a jar instead of £1.60 to £1.70.

The reduction has been caused by intense pressure from multiple retailers led by Tesco who refused to buy at the higher price. The big stores like Tesco which carried notices

explaining the situation to customers either boycotted brands at the new prices or bought in only in very small quantities.

Miss Daisy Hyams, director in charge of buying at Tesco, said last night that she was delighted with the reduction. She agreed that Nestlé's might be losing money on stocks produced from costly raw coffee but that Tesco's did not think they could charge their customers so much extra.

Behind the store groups' actions is a sharp drop in consumer consumption of instant coffee in response to earlier price rises. The latest national food survey produced by the Ministry of Agriculture shows that in June households were buying only 0.33 oz of instant coffee per person per week compared with 0.46 oz during the same quarter a year ago.

This is a decrease of more than 28 per cent. Compared with 1975 the decrease in

volume consumed is over 35 per cent.

Part of the drop is accounted for by heavy stockpiling by consumers in advance of price rises. But since June further substantial falls, particularly of the more expensive varieties, have taken place.

To stem the tide Brooke Bond Oxo and then Nestlé brought out cheaper varieties blended with chicory or bran. Latest reports are that both C. F. Time, the Brooke Bond product, and Elevesse, which is made by Nestlé, are selling "extremely well".

Raw coffee prices have dropped steeply during the past few months but it takes six to eight months before the raw material prices are reflected in those charged by the instant coffee manufacturers.

Nestlé say that they have at least four months supply made from the raw materials bought at the peak rate which touched £4,000 per ton in March.

Working group review of long-term strategy for energy industries

By Roger Vielvoys
Energy Correspondent

Measures to help nationalized industries and the Department of Energy in formulating policy have been agreed by the Working Group on Energy Strategy, which draws its members from the Government and the state sector.

The changes follow a review by the group of the variety of corporate planning systems, procedures and timetables used by the state energy industries, and the difficulties of attempting to construct a picture for the sector as a whole and of making comparisons between available fuels.

According to the report, the group's discussions have been influenced by the need for greater emphasis on long-term strategy and the inter-relationship between fuels.

The members of the group have stressed the importance of maintaining a flexible approach to strategy "given that the uncertainties are too big and the penalties of failure too great for any one blueprint for the energy sector to survive the realisation of a complex and developing situation".

The members, from the nationalized gas, electricity, oil and nuclear corporations with the Department of Energy and the Treasury, agreed on the adoption of a common minimum long-term planning horizon of 20 years; and to develop

strategies, policies and plans on at least one common scenario for the future as well as to adopt one set of economic assumptions in common.

The group also agreed that the Department should prepare annually a policy review based on a detailed assessment of demand and supply balances for the United Kingdom, including imports and exports from the medium-term and beyond.

It would also examine the implications of certain policy and investment decisions for the industries, and assist in marketing (including pricing) and investment decisions.

The review would draw heavily on the long-term scenarios; on the Department's energy forecasts, and on the strategic thinking and development plans of the industries that the Department should issue a planning letter to each industry as early as possible in the annual planning cycle. This would record the Secretary of State's response to critical matters in corporate plans submitted to the industry minister's energy policy guidelines for the development of the industry.

The letter would also note any strategic matters which the Department and the industry should examine later in the year and which should be featured in the next corporate plan.

Warnings over Linwood dispute by union and MPs

By R. W. Shakespeare

A dispute over four men which has closed the Chrysler plant at Linwood, Renfrewshire, making 7,000 workers idle and causing production losses of £200,000 a day, has sparked an attack on the management from a shopfloor leader yesterday.

It also provoked a warning from a group of influential Scottish Conservative MPs that the shutdown could have serious consequences not only for Chrysler itself but by discouraging further industrial investment in the west of Scotland high unemployment area.

Mr John Currey, senior shop steward at the Linwood plant, accused the company of "lashing out blindly" when it suspended four inspectors last week after they had refused to carry out an inspection to work at a different position some 30 yards along the assembly line from their normal workplace.

The company claims this move was covered by a "flex-

ibility" agreement with the unions, but the inspectors protested that it had not been negotiated through the proper channels.

Subsequently 40 other inspectors walked out and Chrysler shut down production of the new Sunbeam and Avenger cars and laid off 7,000 workers.

Moves came yesterday from Scottish union officials to try to get national union leaders to intervene in the dispute.

Vauxhall pay vote: Today, the 23,000 shopfloor workers in Vauxhall plants at Luton, Dunstable and Ellesmere Port will be voting on new pay proposals that offer a 10 per cent across-the-board increase plus a productivity deal which the company claims could be worth up to £7 a week more.

The workforce at British Leyland votes today on the pay and bargaining reforms proposed by the management. At Rover's Solihull factory the joint shop stewards' committee yesterday urged the 8,000 shopfloor men to reject the deal.

C & W announced yesterday that it was inviting bids, and the company expected to place a firm order in the early part of next year. No final decisions have yet been taken on whether tenders from overseas will be invited.

C & W's cable ship contract will certainly attract a subsidy from the intervention fund created earlier this year to narrow the gap between British and foreign ship prices.

Competition for the contract is expected to be narrowed down to Cammell Laird on Merseyside and the Swan Hunter Group on the Tyne.

EEC unemployment tops six million

Unemployment in the European Economic Community rose to 6,041,000 in September from 5,889,000 in August, reaching a new high level of 2.4 per cent in a month according to Eurostat, the EEC Statistics Office.

The August unemployment figure was revised by Eurostat from 5,889,000 to 5,833,000, which in fact represented the previous record high as it exceeded last January's level of 5,876,000.

Immobiliare seeks funds for salaries

Generale Immobiliare Sogena SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, according to banking sources in Rome.

On June 30 the company had banked debts of 208,500m lire (about £133.4m) according to figures supplied to the Bourse Commission.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September, 1976, the Federal Statistics Office announced in Wiesbaden.

September's DM3,560m surplus was the second largest this year, after March's DM4,200m. Last month's exports rose to DM23,200m from DM20,920m in August, and compared with DM23,090m in September last year. Imports rose to DM19,400m in September from DM18,420m in September, 1976.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

LETTERS TO THE EDITOR

Profit sharing would encourage welfare state mentality

From Mr B. A. Cole

Sir, "Profit sharing" has become a slogan which the Conservative and Liberal Parties have espoused, though there is little in common between the two parties' policies. In neither case is there any sound basis for the legislation they propose.

Both parties argue the case for wider distribution of wealth, and (by implication) that shareholders should give some of their assets and/or income to employees. The approaches of the two parties are different. The Conservatives' *The Right Approach* argues for tax incentives for employee shares, which is not really profit sharing. Liberal Enterprise puts forward a less specific policy, in effect that any kind of profit sharing may be acceptable, but that some form of it should be imposed on companies because it is only fair that workers should have a share in profits.

The Liberal argument is the easier to dismiss briefly. In the past 25 years (and possibly longer), shareholders' returns have fallen dramatically behind employees' incomes—i.e. without any legal coercion or profit sharing the workforce is receiving progressively more of the wealth created by companies than the shareholders.

In real terms, income from employment rose by 58 per cent between 1950 and 1975, while ordinary dividends fell by 14 per cent. In money terms, between 1950 and 1975, profits increased by 43 times (or 31 times if, more correctly, stock appreciation is omitted), while wages and salaries and benefits grew by nearly nine times. What can be "fair" about tak-

ing even more from shareholders, to give employees? There is more apparent substance in the Conservatives' arguments, that tax incentives should be given to employee shares. However, these arguments do not stand up to examination, despite an illusion spread by proponents that there is a background of research which is very little research into the effects of worker share schemes, and that little is not convincing.

Practical experience in this country does not unambiguously support worker share schemes. ICI has a successful scheme, but its chairman himself said that this type of scheme is not suitable for most companies. Courtaulds had a similar scheme, but in 1966 this was abandoned as it was judged to be useless. In 1970 the John Lewis Partnership introduced cash bonuses instead of shares. On the other hand, in the last two years a number of companies have announced share schemes, including Habitat, Marks & Spencer and Boots. The case for such schemes is clearly not universally convincing, and legislation is obviously not essential to encourage them.

There are many positive arguments against legislation in this area (not against profit sharing per se). Shareholders have in recent years had a raw deal, compared with employees, and there is no case for Government pressure on them to reduce further their rewards in favour of employees. Indeed, in macro-economic terms the proposal must be inflationary, since at

least some employees will cash their shares as soon as possible and spend the proceeds—and the shares are intended to be in addition to all present income of the employee.

As well as being inflationary, the plan is socially divisive and discriminatory. There is no reason to give a tax concession to those who happen to work in profitable private industry and to no one else.

Any individual worker in a nationalized industry, the Civil Service or an unprofitable company may be working as hard and as productively as another individual in private industry—or both may be cushioned by further bedding and creaming from the need to do any work.

A further argument is that effort and thrift would be further discouraged, in favour of the welfare state mentality. If employees were made shareholders by being given shares, in addition to their present salary, they would be assumed to be a full and fair reward for their labour, they are surely reinforced in the all too prevalent belief that saving is not worth while.

It is a party to appeal to the normal desire of ordinary men for greater affluence, and a cosy slogan like "profit sharing" implies that everyone has a right to the income that is generated. The reality of our mixed economy does not support the principle or the methods proposed, and votes obtained by such a policy will indeed be dearly bought.

Yours faithfully,
B. A. COLE
Devonshire Avenue,
Amersham, Bucks.
October 20.

Pension funds and 'Savings Mountain'

From the Director-General, Royal Institute of Public Administration

Sir, Stockbrokers Wood MacKenzie assume that the institutions which receive the funds which rise from £12,000m in 1966 to £34,000m in 1976, could reach nearly £20,000m in 1985. In so doing these funds may well outstrip the creation of new assets of the kind in which they have traditionally invested (Business News, October 17).

A significant part of this Savings Mountain (Wood MacKenzie's description) will come from public sector pension funds, as the following table shows:

| | Public sector | Private sector | as % of total |
|---------|-------------------------------------|----------------|---------------|
| 1968 | £m | £m | % |
| 1976 | 1,215 | 297 | 72 |
| Source: | CSO Financial Statistics Table 8.15 | | |

During the current financial year the local authorities, although themselves under stringent financial pressures, will increase their pension funds by over £500m. Since these authorities are blessed with substantial life insurance funds, are most unlikely ever to be really needed, and their maintenance must constitute a charge on the public of very questionable value. The Layfield Committee had this matter brought to their notice. Although expressing no view on it, they urged that further consideration be given to the subject (paragraph 12, page 93)—but no action seems yet to have been taken on it.

In their estimates Wood MacKenzie assume an annual inflation rate of 10 per cent. A feature of such an inflationary rate is that the more the pension funds grow, the larger are the deficiencies they generate and the heavier are the burdens which must be placed upon the suffering citizenry.

The Post Office pension fund had a deficit of £777 million in 1969 and by 1972 this had risen to £1,082 million or £20 per head for every man, woman and child in the United Kingdom. Over the following four years the Corporation made large deficiency payments to the fund, putting its own finances under strain in the process. By 1976, however, the pension fund's deficit had risen to £1,920 million, or some £35 per head of the population.

For this reason the Carter Committee on the Post Office recommended change from full to partial funding of the Corporation's pensions. It is, however, not clear whether this proposal has been taken up.

To date, however, this important proposal has gone largely unnoticed in the press. This is unfortunate, and it is to be hoped that Wood MacKenzie's latest figures will encourage financial journalists and others to look again at Chapter 13 of the Carter Committee's report, and also at the memorandum on the technical accounting aspects of that chapter which the committee subsequently issued in amplification of their proposals.

Yours faithfully,
RAYMOND NOTTAGE,
Director-General,
Royal Institute of Public Administration,
Hamilton House,
Mabledon Place,
London WC1H 9BD.

Longer courses needed in engineering design

From Professor A. W. J. Chisholm

Sir, Mr Littlewood draws attention (October 19) to the excellent teaching of engineering design in the German technical universities and criticizes British universities for their relative weakness in this regard. There are many British university professors of engineering who share his concern, being well aware of the relationships between university design teaching, the quality of product design and manufacturing performance.

Mr Littlewood must know, however, that the excellent work in Germany (which is of very long standing) is carried out mainly in the fourth and fifth years of their courses. British university engineering courses are the equivalent of only three academic years in duration. Even adding the shorter courses, some good design teaching has been developed in Britain, especially in the last 10 or 20 years. There is, however, a limit to what can be done, bearing in mind the importance of laying down in the earlier years of the courses the scientific and tech-

nological foundations which are essential for good design work.

The Engineering Professors' Conference and its Committee, as well as individual universities, are actively working on further proposals for meeting these educational needs. The CPEP has already informed the Government and the University Grants Committee that the Conference considers that at least a proportion of university courses of engineering should be lengthened to four years, in order to enable a more adequate and thorough design practice such as design, in the final years of the course. The Conference has pointed out that, in present circumstances, the design practice would probably require some changes in the curriculum for financing universities and schools of engineering.

Yours faithfully,
A. W. J. CHISHOLM,
Chairman, Committee of Engineering Professors' Conference,
2 Little Smith Street,
London SW1P 3DL.

G. T. Japan Investment Trust

Extracts from the Annual Report 1977
Chairman: Mr. W. T. J. Griffin

- The year to 30th June, 1977, saw a more modest increase in net asset value per share of your company than the previous year. The increase of 11.5% may be measured against an advance of 5.2% in the Tokyo Stock Exchange Index, but the outcome was also affected by a fall from 451 to 411 in the investment currency premium, and a change in currency rate from 332 to 480.5 yen to the £ sterling.
 - Since the end of the financial year, your company has issued £2,000,000 of 8% Convertible Loan Stock 1987. The major reason for this issue was your Directors wish to dilute the effect of the investment currency premium on your company's affairs. Already during the financial year in furtherance of the Board's policy, substantial sales of stocks held over the premium had been made, at some cost due to the 25% surrender of currency premium. The fall in the currency premium to 41.75% at 30th June to its present level of 26% has justified these moves.
 - In accordance with the statement in the prospectus to the recent issue of Convertible Unsecured Loan Stock, total dividends have been maintained at 4%.
 - Demand in the Japanese domestic economy remains weak. The Japanese Government's forecast of real growth of GNP likely to be achieved more because of the strength of export than because of an increase in personal consumption. For the longer term, your Directors remain as confident as ever the prospect for the Japanese economy whose strength and flexibility are unique among those of major nations.
- Copies of the Annual Report can be obtained from:
G. T. Management Ltd., Park House
(1st Floor), 16 Finsbury Circus,
London EC2M 7DD.

Moulinex

Balance Sheet (pre-tax) for first three quarters of 1977

Total funded sales for first 3 quarters of 1977 rose to 1,137.1 million compared to 1,011.5 million for first 9 months of 1976, that is an increase of 12.40%.

Foreign sales are 690.2 million, an increase of 23.63%.

On the other hand the balance sheet for floating sales rose to 1,034.2.

Free allotment of shares to shareholders

The distribution, announced at the General Assembly of last May, based on a free share (starting from 1st January, 1977) for 10 old share certificates, has had to be brought forward to next January because of Governmental injunctions.

A statement will appear later on to announce the opening date for the distribution in the banks.

Healey 'mini-Budgets' like conjuror's patter

By David Blake

Mr Geoffrey Howe, the Conservative Shadow Chancellor, yesterday launched a pre-emptive strike against the various Budget measures to be announced today by Mr Healey.

"Sir Geoffrey said at a luncheon of the London Chamber of Commerce that anyone who harboured any doubts about the latest Government package should measure it against what would need to be done to get back to the position which Mr Healey inherited."

For Mr Healey to do this, he said, he would need to reduce unemployment by almost one million, raise industrial production by 4 per cent, cut the standard rate of income tax to 30p in the pound and raise allowances to reduce the overall burden of income tax by £5,000m.

Mr Healey's never-ending stream of mini-Budgets seem to be designed, like the patter of a conjuror, to divert attention from reality," said Sir Geoffrey, who predicted that

Chamber's tax plea for small firms

Mr Healey would fail to restore the position of the real economy.

Sir Geoffrey said that a new Conservative administration would reduce income tax by something of the order which he considered necessary to get back to taxation levels under the last Conservative Government, but he left open the question of whether this would be done immediately or with all due deliberate speed."

He said there should be a switch from direct to indirect taxation, with an increase in value-added tax to pay for cuts in income tax. He also argued for savings on public spending by cutting out waste, "no more socialism and reduction in government support for housing."

He also pointed out that because of the inflation since January the Chancellor would already be committed to giving tax cuts of £740m in his next Budget unless he obtained special exemption.

Euromarket borrowing on decline

From Frank Vogel

Washington, October 25

Industrial countries have reduced their Euromarket borrowing activity. As a result the total volume of new Euromarket loans in the third quarter of this year was substantially below the second quarter's level and considerably less than the quarterly average for the previous year, according to the International Monetary Fund.

The IMF's preliminary figures showed that total third quarter Euromarket borrowing amounted to \$14,300m (about \$8,518m), following a \$15,900m volume in the second quarter.

The volume of borrowing by industrial countries in the Euromarket was considerably below that seen in any of the last four quarters at \$6,900m. In the second quarter these countries borrowed \$8,600m

How state will pay for takeovers

Nationalization values of unquoted companies being acquired under the Aircraft and Shipbuilding Act will be "closely analogous to the fixing of a flotation price" of the companies, Mr Varley, Secretary of State for Industry, has told Mr Goodison, chairman of the Stock Exchange.

Mr Varley, in a letter, stated that since most of the companies being nationalized were not listed on the Stock Exchange, the compensation would take account of relevant factors as if they had been listed during the reference period."

Only where a company had represented a substantial part of a listed company would the SE quotation of the parent be taken into account, since the parent's market price "must be substantially determined by the market's view of the subsidiary."

Mr Goodison had written to Mr Varley stating that there was a "serious misconception concerning the method of valuing, for compensation, unquoted companies."

Yesterday Mr Goodison said that he hoped Mr Varley's letter would provide parent companies with a handle for further compensation discussions with the Department.

Computer starting pay over limit

By Mark Jackson

Times Educational Supplement

Starting pay for computer staff has risen well above the limit of the pay code accorded to a survey carried out by one of Britain's leading data processing organizations.

The Control Data Institute, which provides computer courses for the government retraining scheme, has recorded the quarterly average salaries for its newly qualified trainee programmers and engineers since the start of 1975.

For programmers, the average annual salary rose from £1,949 in the first quarter of 1975 to £2,897 in the third quarter of this year. Engineers' salaries went up from £1,979

to £3,111 over the same period. The increases are of the order of 48 per cent and 67 per cent respectively.

Under the two rules, which applied for much of the period, employers were given some latitude to adjust the pay for some categories of employee provided the rise in the total wage bill for the occupational group concerned did not exceed the limits. The survey did not cover rises in pay during service, and it might be argued that these were held down in order to raise starting pay.

But computer programmers in a wide range of companies, including a public marketing corporation, banks, and property companies, say that this is

not so. Salaries for those already employed, they claim, have risen just as fast or even faster.

Under the two rules, which applied for much of the period, employers were given some latitude to adjust the pay for some categories of employee provided the rise in the total wage bill for the occupational group concerned did not exceed the limits. The survey did not cover rises in pay during service, and it might be argued that these were held down in order to raise starting pay.

But computer programmers in a wide range of companies, including a public marketing corporation, banks, and property companies, say that this is

In brief

UK tenders for £10m cable ship

British shipyards are to be invited next month to submit tenders for a £10m cable ship, which the state-owned Cable & Wireless group plans to bring into service towards the end of 1979.

C & W announced yesterday that it was inviting bids, and the company expected to place a firm order in the early part of next year. No final decisions have yet been taken on whether tenders from overseas will be invited.

C & W's cable ship contract will certainly attract a subsidy from the intervention fund created earlier this year to narrow the gap between British and foreign ship prices.

Competition for the contract is expected to be narrowed down to Cammell Laird on Merseyside and the Swan Hunter Group on the Tyne.

EEC unemployment tops six million

Unemployment in the European Economic Community rose to 6,041,000 in September from 5,889,000 in August, reaching a new high level of 2.4 per cent in a month according to Eurostat, the EEC Statistics Office.

Immobiliare seeks funds for salaries

Generale Immobiliare Sogena SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, according to banking sources in Rome.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September, 1976, the Federal Statistics Office announced in Wiesbaden.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

Mackie hopes for new textile plant deal with Hanoi

A multi-million pound textile machinery order from Vietnam, which the first Vietnam deal for a £2.2m order, has almost completed, is being pursued by James Mackie & Sons, the Belfast company to whom the Government denied export credit guarantees last month as a punishment for breaching the 10 per cent pay policy guidelines.

Mackie's sales efforts have been unaffected by the Government's sanction.

J. C. Gilbert Ltd, the London merchants, were the company's partner in the first Vietnam deal for a £2.2m order, has almost completed, is being pursued by James Mackie & Sons, the Belfast company to whom the Government denied export credit guarantees last month as a punishment for breaching the 10 per cent pay policy guidelines.

Mackie's sales efforts have been unaffected by the Government's sanction.

J. C. Gilbert Ltd, the London merchants, were the company's partner in the first Vietnam deal for a £2.2m order, has almost completed, is being pursued by James Mackie & Sons, the Belfast company to whom the Government denied export credit guarantees last month as a punishment for breaching the 10 per cent pay policy guidelines.

The first deal with Vietnam was not affected by the Government's action, as all the financial details had all been settled last year, and the Export Credits Guarantee Department could not withdraw. But we are after continuity of business with Hanoi and it is a potential second and larger deal to which the Government's threat applies."

It is, however, that the partners' hopes have been buoyed by their on-time performance under the first contract both in delivering machinery and Taylor Woodrow's erection of the mill, and by the Hanoi government's sympathetic acceptance of Mackie's credit insurance difficulties.

Unconfirmed reports suggest that Mackie's have been able to arrange credit guarantees on the City of London market.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

Immobiliare seeks funds for salaries

Generale Immobiliare Sogena SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, according to banking sources in Rome.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September, 1976, the Federal Statistics Office announced in Wiesbaden.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

Immobiliare seeks funds for salaries

Generale Immobiliare Sogena SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, according to banking sources in Rome.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September, 1976, the Federal Statistics Office announced in Wiesbaden.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

Immobiliare seeks funds for salaries

Generale Immobiliare Sogena SpA is seeking banking finance for its October salary payments, pending a long-awaited decision from the Italian Government on plans for its financial rescue, according to banking sources in Rome.

German foreign trade surplus of £910m

West Germany's foreign trade surplus rose to DM3,560m (about £910m) in September from DM2,520m in August and compared with an upward revised DM4,680m in September, 1976, the Federal Statistics Office announced in Wiesbaden.

Green Shield

Mr Tom McAuliffe, joint managing director of Argos, has been appointed as the company's new managing director. Mr Joe Phillips, has been appointed chief executive and joint managing director of Green Shield Stamps. Mr Phillips continues in his present appointment with Argos.

RICARDO CONSULTING ENGINEERS

Pre-tax Profits up 48% Continued expansion

Points from the Statement by the Chairman, Mr. D. Downs, B.Sc., C.Eng., F.I.Mech.E.

The increase in profitability of the company is a reflection of the fact that all departments, including G. Cussons Ltd., are working at near full capacity, and is a source of great satisfaction. It brings our return on capital employed more in line with the figures we were achieving nearly ten years ago.

Consulting. During the year, the number of companies retaining us as consultants has continued to increase. The new clients come from both the engine and the component industries and are well spread geographically in our traditional work areas of Western Europe, the United States and Japan. We are already active in some Eastern European countries, notably Poland, Yugoslavia and Czechoslovakia.

Contract Work. New engine design, both diesel and petrol, the latter including a substantial involvement in the motor cycle field, remains a most

important part of our activities. Energy conservation is involving us in a number of design and development projects for the conversion of engines from petrol to diesel operation.

Ricardo Research. Your company ploughs back about 10% of its turnover into internally-funded research, the results of which are used in the design and development work we do for our clients as well as in our consulting activities generally.

Capital. The result of building programmes in recent years has been materially to increase the amount of capital employed on fixed assets. In recognition of this the board recommend the capitalization of £344,025 of the company's reserves by the issue of 3 new fully paid ordinary shares for every 2 ordinary shares already held.

G. Cussons Ltd. This company has also had a good year. Our increased sales activity in the Middle East has borne fruit with substantial orders for educational equipment, notably from the University of Kuwait, valued at over £500,000, and from the King Abdul Aziz University, Jeddah.

Outlook. I am sure that we can look forward to the coming year with confidence.

| | 1977 | 1976 | 1975 | 1974 | 1973 |
|--------------------|-------|-------|-------|-------|-------|
| FIVE YEAR RECORD | | | | | |
| CAPITAL EMPLOYED | £900 | £800 | £700 | £600 | £500 |
| Profit before Tax | 1,904 | 1,618 | 1,391 | 1,186 | 1,022 |
| Profit after Tax | 641 | 433 | 340 | 318 | 274 |
| Ordinary Dividends | 309 | 214 | 159 | 153 | 190 |
| | 6.53p | 5.85p | 5.32p | 4.89p | 4.96p |

RICARDO & CO., ENGINEERS (1927) LIMITED, BRIDGE WORKS, SHOREHAM-BY-SEA, SUSSEX

BY THE FINANCIAL EDITOR

Too little, too late from the accountants

As a precursor of the Cross report on the disciplinary proceedings of the accountancy profession, yesterday's comments by the Institute of Chartered Accountants in England and Wales come as a damp squib. The Institute has had its general statement on DoT reports ready for some six months, but waited until it had some specific comments before publishing.

These comments on accountants involved in criticisms of Bernard Russell Ltd and John Willment (Automobiles), are so anodyne as to make their publication hardly worth while; the only concrete proposal to come out of the whole exercise is that non-executive directors and company secretaries should resign, making public the reasons for their resignation, when irregular practices continue in a company despite their efforts to change its course.

A laudable sentiment no doubt. But nothing that was said yesterday will lead the public to believe that justice is being seen to be done over misconduct or unprofessional behaviour by accountants. That is the province of the Institute's disciplinary committee, which to date has been reticent to publish its findings in a way that the public can clearly see where members have erred.

Associated Television After the US deal

ATV's rights issue comes six weeks after an increase in authorized capital was approved at the annual meeting. Then Lord Grade told shareholders there were no immediate plans to issue new capital so ATV could be seen to be acting in almost unseemly haste in asking shareholders to stump up £9.1m.

The timing, however, is understandable since ATV faces significant balance sheet deterioration as a result of the decision to buy out its American partners in its associated film financing company, AGF. This brings AGF's debts into ATV's balance sheet at the year end so group borrowings could increase from £15m to as much as £26m compared against shareholders' funds of some £40m.

It also allows ATV the opportunity to pre-empt what at first glance will be gloomy interim figures with a confident full-year forecast of profits in excess of £13m against last year's £11.1m. Interim profits will be below last year's £5.2m because of exceptional television programme costs brought about by different phasing of the group's national network contributions lumping more of the expenditure into the first half.



Lord Grade, chairman of ATV.

The issue is to non-voters so it precludes purchases by some leading institutions who would such shares on principle. And once again it raises interesting questions about 'chaotic voting structures, although they are notional in the case of television companies under Independent Broadcasting authority rules. One can see why control of a television contractor should be strictly safeguarded, though a company like ATV

now has wide and expanding interests outside television. Notably the success of major feature films like *Jesus of Nazareth* and the *Return of the Pink Panther* not to mention the *Muppets* are providing considerable buoyancy to the film-making division.

At 109p the shares are on an ex-rights p/e ratio of just over 8, but the promised fifth increase in the dividend takes the prospective yield to almost 91 per cent ex-rights, and it is income of course that provides the main attraction in ATV shares—hence the emergence of M & G as the largest single shareholder with around 15 per cent of the capital following the Reed International disposal.

Financial markets are waiting with bated breath to hear what Mr Healey has to say about sterling and the money supply today. In the week of the autumn package, however, money markets appear to have been taking the view that the downward trend in short-term interest rates may well have come to an end.

Even ahead of last week's safety first action by the Bank of England in the discount market, there was little indication that the market felt much incentive to drive Treasury Bill rates any lower. And that being the case, the yield curve out to one year has been resuming a more normal shape with rates beyond three months tending to firm. Indeed, over the past 10 days or so, most 12 month rates have hardened by as much as half a point—local authorities lagging slightly behind with the rates on this week's batch of bearing bonds up just under 1 per cent to 6½ per cent.

So far, it has largely been a case of lenders taking a slightly more wary line rather than borrowers moving fast to stock up while money is cheap. If and when the banks get the first sniff that lending may be on the move again in a big way, however, rates could move fairly sharply. First, however, Mr Healey and the foreign exchange markets must have their day.

Small business

Don't expect miracles

There cannot now be much doubt that the political bandwagon in favour of improving the lot of small businesses is rolling with such momentum as to make tax concessions a near certainty. The only question is whether the Chancellor will make his move today or whether he will content himself with a minor gesture as a prelude to something more full-blooded after Mr Harold Lever's report next month. Either way it seems that Sir Harold Wilson's Committee, which has acted as a catalyst in turning the "plight" of small companies into a political issue, will be preempted in anything it may ultimately have to say.

Among those most closely involved in the financing of small companies, however, there is some puzzlement over why the issue has assumed the proportions it has. Few, if any, submissions to Wilson have contended there is a serious shortage of finance for small companies, and the Governor of the Bank of England made some timely comments yesterday by way of putting the matter into perspective. He noted that the evidence to Wilson did not seem to seek particular government intervention to solve the problems of small businesses as the creation of a generally more favourable environment. The point is as apposite for big companies as it is for small.

This is not to say that no specific measures are needed to help small companies. It is clear that the tax burden on them is unduly severe and does discourage growth. But helpful though changes in say, capital transfer tax and marginal income tax rates may be they are not the whole answer. For that one must look to a fundamental shift in the business climate so that it holds out the prospect of a continuing stable real rate of return on investment.

Any increase in capital investment must therefore be slow. However much the Chancellor gives back to small entrepreneurs it will take years to reverse the steady erosion in confidence of the past two decades. Even then, as the governor remarked, it is doubtful whether the individual could ever again recover the share of national resources he once had.

There are now 430,000 men and 120,000 women who have been on the unemployment register in Great Britain for over six months.

Caroline Atkinson analyses the growth in the number of long-term jobless



A doleful life

employment does not hit immediately. For the first six months earnings related supplement bolsters the income of those—roughly between a quarter and a fifth of the unemployed—who claim it. If it is into the tax year, tax reliefs can push up the weekly income of the jobless by as much as £10.66 for the few weeks that they last.

After a year on the dole the right to unemployment benefit stops. Supplementary benefit (which may also be used to top up the flat rate benefit) is then the only state financial prop.

But the unemployed never qualify for the higher and more quickly rising long-term benefits which ordinary claimants receive after two years on benefit, the sick and disabled after six months, and retirement pensioners immediately.

On the latest report of the Supplementary Benefit Commission, attention was drawn to the increased number of unemployed family men receiving benefit.

It has been estimated that roughly a half of those on the dole are also claiming benefit to bring their incomes up to the official poverty line, while a further 50,000 are eligible for but not claiming benefit. This will be equal to £33.45 a week for a married couple with two children between five and eleven and £14.50 for a single person after the benefit uprating next month.

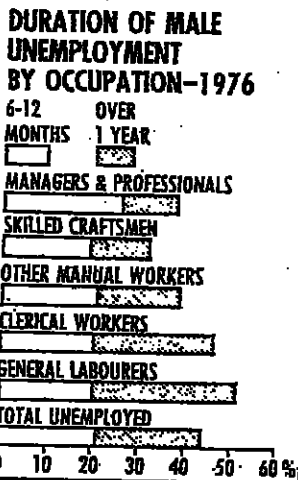
Flat rate unemployment benefit where rent is not automatically covered, will be £14.70 for a single person and with child benefits included, £30.80 a week for a married couple with two children.

Between the end of 1975 and the beginning of this year there has been a near doubling to 114,000 in the number of married men on supplementary benefit who have been out of work for more than a year. The number of their dependent children has gone up from 41,000 to 68,000.

As the chart shows, the general labourers and unskilled workers who make up the great majority of the unemployed have a far higher proportion of long-term jobless among them than do other occupations.

Only 12 per cent of managers and professionals had been unemployed for more than a year when the Department of Employment carried out the survey on which the chart is based, and only 12.5 per cent of craftsmen (including engineers).

Over half of the general labourers had been without work for more than six months, and nearly a third for over a year. Some regions are worse hit than others. A comparison of



At the latest count in July, 26.5 per cent of men who had been out of work for longer than a year were aged between 25 and 40 years. The proportion in the boom years of 1973 and 1974 was nearer 15 per cent.

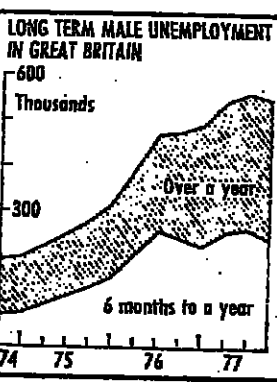
The official definition of long-term unemployment is being registered without work for a year or more. There is a case for drawing a line at six months because it is six months of unemployment that earnings related supplement ceases.

This pushes up quite dramatically the number of men between 25 and 40 who are counted as part of the long-term unemployed. Nearly half of the 175,000 who had been without work for between six months and a year in July were in this age group.

Long-term unemployment is not just a male phenomenon. In July of this year 17 per cent of those registered out of work for more than a year were women, compared to less than 10 per cent in 1974. Women now account for over a quarter of those who have been on the dole queue for between six months and a year.

However, the man is still usually the main breadwinner in the family and it is when he is out of work for a long time that the whole family suffers the most.

The financial blow of unem-



Spectre of Pearl Harbour haunts Hawaii

A new surge of Japanese investment in Hawaii seems to be mounting off Oahu, partly as a result of Japanese economic recovery, partly a response to tightening American attitudes on trade relations.

Another factor is the United States trade imbalance which has hit Hawaii hard. (The value of imported oil products has increased from \$46.5m (£26.2m) in 1966 to \$465.6m (£262m) in 1976 and will rise again this year.)

Japanese investment in Hawaii reached \$250m in 1972. (All other foreign investment totalled \$27.5m that year.) In 1976 it had gone up to \$350m and will rise again in 1977.

But there have been complications. Worst of these was a severe backlash in 1973 by Hawaii residents, who feared the islands would be taken over by an invasion of capital to do what Japan had begun at Pearl Harbour in 1941.

A survey authorized by the legislature showed that most Hawaii residents in 1974 opposed further Japanese investment in the islands. This was in part a reaction to Japanese purchases of hotels, for between 6 and 12 months. Scotland and the North also have a bigger share of these long-term jobless than the total unemployed.

On the other hand the South-east, where a quarter of all unemployed men live, has only 19 per cent of the hard core unemployed in this age group. East Anglia, the East Midlands, Yorkshire and Humberside, and the South-west regions also have less than average long-term unemployment.

With the present depressed state of the labour market likely to continue for at least the next year the long-term unemployed stuck on the unemployment register for more than six months, will go on rising. There is some evidence that a long period of unemployment makes finding a job even more difficult.

Those who have been out of work for several months tend to be viewed with suspicion by employers, sent to fewer job centres, and to become more demoralized and less enthusiastic about job hunting themselves.

In the 1930s attention focused first on youth unemployment. But as the depression deepened it switched to the long-term unemployed. The Government has now begun to concentrate more special aid on this group. More should be done, both to alleviate financial hardship and to improve their job prospects.

Unfortunately the only really effective way to do the latter is probably to boost demand overall, and the Government cannot go far along that road without running into constraints on its borrowing requirement and fears of renewed inflation.

More important was the feeling that Hawaii was being

hedged in. Hawaii real estate prices are far lower than Japanese. In Waikiki, for example, the going rate is about \$9m per acre as opposed to \$65m in Tokyo. So Japanese investors bought all the land they could find.

The Japanese Mauna Loa land company bought several thousand acres on the big island of Hawaii. Mitsubishi Estate Corporation, Asahi Tokyu of Osaka, and Ohbayashi-Gumi bought \$15m worth of land on Oahu, Kauai and Hawaii. The Tokai Land Company bought a famous old public golf course above Pearl Harbour, and turned it into a Japanese country club. That did not help local tempers.

More and more companies bought hotels in the islands. Tokyu and Tokyo Broadcasting Company bought the 690 room Regent Hotel and Denny's Imperial. Kokusai Keikaku Company bought a big department store here (McKerney's) and 4,000 acres of beach front land on Maui. And so it went. By 1974 there were some 100 Japanese investors in Hawaii.

The energy crisis brought a respite in the purchasing, and Hawaii residents assessed what had happened. When asked how they felt about it, the white inhabitants were evenly divided for and against. Hawaiian natives were against it, two to one. Chinese-Americans were opposed four to one, and Japanese-Americans were favourable to continued Japanese investment only by a hair-thin margin.

Today, Governor George Ariyoshi, a Japanese-American himself, advocates a go-slow on investment. He wants Japanese money for aquaculture and industries in the new technologies, oceanography, diversified agriculture, forestry, and the like. He wants tourism held down, and also real estate investment.

But there is the rub. The sugar crisis, cutbacks in federal spending, and generally poor business conditions have made Hawaii one of the highest unemployment areas in the United States. The tourist business is Hawaii's only growth industry, and it depends on constant expansion and revitalization of tourist facilities.

Mayor Frank Fasi of Honolulu who is contesting Ariyoshi's seat next year, advocates encouragement of tourism and foreign investment.

The governor and many others want to control population and expansion, but even they have seen that such a course leads to stagnation and then decline. The balance of payments is the key, and while Hawaii has an income of \$4,500m its expenditure is running closer to \$5,000m. That is where the Japanese may come back in.

Edwin P. Hoyt



"The figures demonstrate the strength of Decca...
...I see a great future."

Sir Edward Lewis

SUMMARY OF RESULTS

| Year ended 31st March | 1977 | 1976 |
|-------------------------------------------------------------|---------|---------|
| Group turnover | £200 | £200 |
| Exports | 181,400 | 170,000 |
| Profit before tax | 51,800 | 49,100 |
| Net profit attributable | 15,888 | 13,585 |
| Ordinary and "A" Ordinary Dividends | 6,620 | 5,135 |
| Increase in Reserves (including effect of currency changes) | 2,004 | 1,794 |
| | 5,549 | 4,736 |

At the Annual General Meeting yesterday Sir Edward Lewis spoke of Decca's increased profits and exports and of the increasing importance of the Company's capital goods which contributed £15.9 million to pre-interest profits, an increase of 52%.

He referred to the great strength of the Decca Navigator system and to the continued success of Decca radar, survey and avionics and stressed the importance of electronic warfare as a major growth area.

Sir Edward expected group results for the first six months of the current year to be comparable with last year with, as he saw it now, an increase in profits for this year as a whole. Looking to the future, he reminded shareholders of Decca's abundance of ideas and resources. He believed the maintenance of Decca's independence had been and would continue to be in the best interest of consumers, employees, shareholders and the industries in which they were engaged.

Decca had a loyal and dedicated management and staff to whom he offered his warmest thanks. With their talents and the will to succeed he was confident of the future.

Copies of the Chairman's full speech can be obtained from the Secretary, 9 Albert Embankment, SE1 7SW.

Business Diary: Bison's new mould • Air travellers' Hope

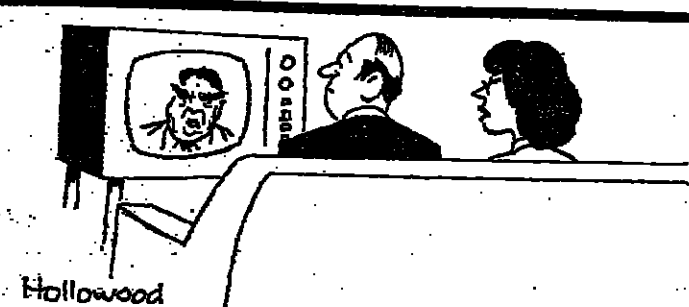
Kenneth Wood has grown ed over the years to blank expressions when he tells people that he is chairman of the Civil Aviation Authority. He, however, he will be introducing himself as the head of the group, because the company has decided to take the use of its more widely known name, mark for pre-cast concrete products.

Sir Kenneth says that the company has changed its scope in character in recent months in the acquisition of Dowsett Engineering Construction and West Piling and Foundations. The new group consists of two companies, one with Bison Concrete, sister, Walton and Bison International.

While the change of name is in progress, however, the name itself was acquired. National Chemical Industries, a Saudi Arabian trading and manufacturing company, its chairman is Sir Muhammad Y. al Badr, who served in the Royal Air Force, now owns a house in London and is described by Jones, NCI vice-president United Kingdom operations, as strong Anglophile.

Some Bison staff are already Saudi Arabia, where NCI recently completed a contract for 23 schools and is now working on a further seven. Natural Bison will be looking for in the Saudi action, but Kenneth told Business Diary development of the company's activities overseas would be no change in service to owners at home.

In the United Kingdom it remains "business as usual" although, perhaps rather of it than has been used



Hollowood

"Be reasonable dear, Healey can't have one eye on the election, another on the IMF and yet another on the unions."

British national committee of the International Chamber of Commerce.

Whether he can make the AUC into a truly independent watchdog body with teeth remains to be seen.

Unscrupulous employers are abusing the Government's Training Opportunities Scheme (TOS), according to Bernard Marks, chairman of the Airports Bureau.

Their play works like this, he claims: they terminate, by agreement, the employment of a junior clerk, who then applies for a TOS course, where he or she is paid on a tax-free basis by the state. The person is then taken back by the company when the course ends.

Nor is this the only abuse of the scheme, says Marks in the *Bureau's Survey of Secretarial and Clerical Salaries* published yesterday, although he is careful to praise the contribution of the scheme in improving the supply of skilled secretaries.

Many people on courses "appear to be the wives of

business executives and professional men who are clearly 'doing it for the money' (about £30 per week, plus subsidized travel, plus 40p per day in luncheon vouchers—all tax free, of course).

A TOPS spokesman said yesterday that abuses existed only on a small scale. Employers would be discouraged from working their play because they would probably have to pay out to fill a vacancy.

Potential time-wasters, who had not in mind of using their new skills, would be dissuaded by the intensive nature of the courses, which last between 10 and 36 weeks.

How to set up an international barter deal without ending up with a pile of goods you cannot sell will be one theme explored in London today by Harry Neustein, a 69-year-old New Yorker who built up and in the states sold a large petrochemical business.

Now he says he works be-

cause he likes it instead of having to do so.

Neustein, self-styled "gypsy trader" and millionaire, will be explaining the growing role of bartering deals in international trade to an audience of company executives from around Europe at a seminar organized by AMR International and *EuroMoney* magazine at the Grosvenor House Hotel. It goes on tomorrow.

Pure barter still happens, says Neustein. Iran and Indonesia particularly like to swap oil direct for what they buy in the industrialized countries. It can get more complicated as in one Japanese deal: tanning material bought in Russia was used in the Argentine to barter for plastic goods that were sold for cash in the United States.

Neustein hires himself out to companies which want to put together barter deals, particularly in sorting out the problem of finding customers all along the chain.

Neustein has his doubts at the moment about taking methanol, the plastics feedstock, from Russia; cables, gold or a mineral asset would be a better bet, he reckons.

Directions for use on Bob Martin's "Pestroy" tape: "Dogs, rats, rabbits, etc. See the cat is dry. Comb for the wrong way, dusting Pestroy close to skin. After 30 minutes brush out. Work in open air and do not let animal inhale the dust..." Perhaps there are people who wish to ensure that rats are pest-free, although more probably Bob Martin meant to say cats.

Japan
ent Trust
Annual Report 1977
W. T. J. Griffin

linex
for first
ers of 1977

FINANCIAL NEWS AND MARKET REPORTS

Stock markets

Investors wait to see what the Budget brings

For the second day running investors adopted a cautious stance in front of Mr Healey's package of measures. But both gilts and gold shares staged useful rallies, the latter on a strong American demand which enabled them to wipe out losses which in some cases stretched to £2.

In the gilt-edged market early losses of around three-eighths at the long-end were replaced by gains of between one-half and three-quarters as stocks met with a limited demand. "Shorts" put up a mixed showing. The FT Index, down by

to be in the market and the shares dipped 8p to 542p after totalling 640p. After shipping to 407p KCI managed to return to its overnight 410p while Fisons was similarly firm at 387p. Budget hopes continued to spur furniture issues like Harris Lebus, up 8p to 62p, Stonehill 2p to 97p and, also helped by more than doubled profits, B & I Nathan which closed 8p to the good at 50p.

But the building sector did not continue to enjoy the inspiration of Budget hopes as profits were taken. Contractors like Costain 6p to 32p, Taylor Woodrow 6p to 49p and Mowlem 4p to 140p all lost ground but there was a sudden sharp

movement from Johnson-Richards Tiles after hours and the shares ended no less than 11p to the good at 333p. Among shippers Graig were marked down 35p to 280p as jobbers tried to find a dealing level and British & Common wealth was sold down from 305p to 302p. P & O firmed a point to 128p.

A 29m rights issue from ATV had the "A" shares down to a low of 106p and though they later rallied a few pence they were still 4p lower at 109p by the close. Boosted by a few shares, where the circular Northern Foods were an isolated firm spot in the sector, rising 7p to 105p, but there was also a rise,

of 5p to 230p, from Paterson Zochonis after figures. The rally in golds was mainly due to transatlantic buying and was best exemplified by St Helena which gained 75p to £11.75, Val Reef £1 to £12.12, FS Geduld 75p to £11.50 and Western Holdings 62p to £14. But transatlantic influences were not a help to oil shares with BP off 12p to 900p and Shell 6p to 584p on the trend on Wall Street.

Some adverse comment hit insurance brokers, the issues particularly affected being Sedgwick Forbes, down 8p to 337p, Matthews Wrightson 10p to 205p and Hogg Robinson where the drop was 4p to 180p.

With the metal price going firmly ahead in shares were again in demand notably Geyer 10p to 560p and Troon 8p to 200p. Mettoy touched 52p, a gain of 3p, at one stage on comment but by the end had lapsed back to an unchanged 49p. Bid hopeful Deundri slipped 5p to 135p as profits were taken, but Halma Investments jumped 5p to 49p in late trading on news of a stake changing hands.

Though BPB may soon benefit of today's budget the interim figures are not expected to show more than a small growth in profits from £14.4m to around £15m. In its last full year the group returned a record £27m in spite of the building recession, but the feeling is that margins are now being hit. For the full year a figure of around £33m is expected well down on last year's 40 per cent growth.

Narrowly mixed properties had London Ship an outstanding 4p ahead at 62p while in banks Schroders stood out with a gain of 10p to 485p. Equity turnover on October 24 was £58.68m (17,480 bargains). Active stocks yesterday, according to Exchange Telegraph, were ICI, BAT, Btd, Bechem, Shell, Gupur, Grand Metropolitan, Guinness, A. Debenhams, BP partly paid, Consolidated Gold Fields, De Beers Ltd, GKN, Rugby Portland Cement, BP Commercial Union, Barclays Bank, United Carriers, Stonehill, A.T.V., Northern Foods and Deundri.

Mr Kenneth Thorogood, chairman of Tozer Kemsley & Millbourn (Holdings), said he expected a "satisfactory result" for this year but gave a warning it might not be reflected at the half-way stage. Yesterday Mr Charles Keep, managing director, admitted the board was now less optimistic than at the time of the issue.



Mr Kenneth Thorogood, chairman of Tozer Kemsley & Millbourn (Holdings).

freedom on competing French models as a stronger year. Finally the recession in the world woodpulp industry is proving longer and deeper than expected. Mr Keep said the company was definitely not bullish about world trade in the light of the

failure of the United States to show signs of leadership. But he added that the company was optimistic for 1978 when several new businesses would be contributing profits and areas like travel could be expected to improve.

The motor trade in Britain is continuing to perform well. TKM holds the BMW concession for this country and sales in this premium market are keeping well up. The launch of a new American and Japanese four-wheel drive competitors for the Range Rover at Motorfair has proved highly successful.

Last year problems in Canada resulted in an abnormally high tax charge of 64 per cent at half way, so below the line the picture looks rosier with profits after tax, extraordinary items and minority interests up from £526,000 to £875,000.

The gross dividend is £125p a share. At the time of the rights issue total dividends for the year were forecast at 4.69p, a 25 per cent increase, which puts the shares at a 20 per cent premium to a yield of 10 per cent.

Morgan Grenfell in Australian expansion

By Our Financial Staff
Morgan Grenfell, the London merchant bank, is making a major expansionary move into Australia following its recent sale of a 10.5 per cent stake in Australian United Corporation.

The subsidiary Morgan Grenfell Australia, which currently runs a representative office in Sydney, has taken a 25 per cent stake in a new company to be formed with the Australian Mutual Provident Society, the country's biggest life company.

All sectors help in UCM 52 pc spurt

By Alison Mitchell
United City Merchants, the trading-leather goods group headed by Mr Eric Sosnowski, has reported a 52 per cent rise in pre-tax profits to £4.1m. Turnover increased from £118m to £165m, in the period, leaving pre-tax margins slightly ahead at 2.5 per cent.

Harrisons & Crofield second-half warning

By Desmond Quigley
Harrisons & Crofield, the international trading group, increased pre-tax profits by 19 per cent from £10.5m to £12.6m in the six months to end-June.

However, the company has given a warning that the second half of the year is unlikely to match the profits for the same period last year of £12.6m, which represented 54 per cent of the total 1976 profits.

Shell Oil raises sales by 9 pc

Shell Oil Co, which operates chiefly in the United States and is engaged in exploration and development, production and transportation, has raised its third quarter turnover by 9 per cent.

Shell Oil raises sales by 9 pc

Shell Oil Co, which operates chiefly in the United States and is engaged in exploration and development, production and transportation, has raised its third quarter turnover by 9 per cent.

Net profit rose from £19m (about £116.4m) a year earlier to £20.2m. This was on sales of £2,600m. The nine months net profit was £54.35m against £52.77m, a 3 per cent increase.

Shell said that capital expenditures were £1,400m for the nine months this year and are expected to reach £1,900m for the full year, a 27 per cent increase over last year.

Mr Horsman sells 17pc of D. Dixon

Shares of David Dixon, the Leeds-based maker of woollen cloth and hosiery, rose 1p to 65p yesterday after Mr Malcolm Horsman, former deputy chairman and managing director of Bowater Corporation, sold his 17.08 per cent of ordinary shares in the company.

Chief executive in reshuffle at News International

Mr H. C. Hardy, managing director of News International, is to become joint managing director of Hunting Gate Homes.

United Engineering minority offer dropped

The board of United Engineering Industries has been informed by the controlling shareholders that they do not intend to follow the tender offer for the company's shares.

Board rejects liquidation of Fitzwillton

The board of Fitzwillton has considered and rejected the possibility of liquidating the business and returning the cash to shareholders.

ASTRO

The 30-floor Tour Astro building in Brussels has been sold by Jones Lang Wootton on behalf of Swiss Immochemie Astro SA in what is believed to be the largest sale of real estate in the city. The 387,000 sq ft building has been bought by Societe Nationale de Credit A L'Industrie - a semi-government body.

EL ORO MINING

Estimated pre-tax profit for six months to June 30, £137,000 (£137,000).

Bryant Hlds wilts in Arabian sun

By Our Financial Staff
The news from controversial West Midlands building and property group Bryant Holdings is mixed. After standing still in the first six months, pre-tax profits rose from £2.9m to £2.6m in the full year to May 31.

Reduction of Nigerian stake leaves Paterson unruffled

By Nicholas Hirst
The effect of the reduction of Paterson Zochonis's holding in its Nigerian company from a 60 per cent-owned subsidiary to a 40 per cent associate after the May 31 year-end has not reduced pre-tax profits by £6.1m to £18.3m and take £4.3m off reserves.

But still profits are only marginally lower than the previous year and earnings are up from £4.55p to £5.94p. The large minority charge has disappeared.

Assoc Leisure climbs 37 pc at midterm

Associated Leisure, Britain's largest distributor of amusement machines which recently announced plans to expand into the hotel business, reports a rise in pre-tax profits of 37 per cent to £1.69m for the 26 weeks to September 11.

Single chairman censured by Takeover Panel

Mr David Slocock, chairman of Single Holdings—currently the subject of an offer from Caparo Investments—has had his knuckles rapped by the City Panel on Takeovers and Mergers.

Kwik-fit into top gear as interim sparkles

Kwik-Fit (Tyres and Exhausts) Holdings has more than doubled pre-tax profits to £443,000 in the six months to August 31. This compares with a previous £211,000 and comes on the back of turnover up from £3.5m to £5.2m.

Unico 'six' forge strong international banking link

By Our Financial Staff
The six leading European cooperative banks have joined forces to form the Amsterdam-based Unico Banking Group aimed at strengthening international banking activities.

First half profits leap at British Sidac

A demand for cellulose film which was enhanced by customers' stock building has led to a leap in profits at British Sidac, a subsidiary of UCB Investments. In the six months to June 30, pre-tax profits rocketed from £451,000 to £1.3m on sales up from £16.5m to £20.6m.

Business appointments

Mr Dudley Allen has been made chairman and Mr James Jennings vice-chairman of the Association of Consortium Banks, in place of Mr John Hyde and Mr Alberto Weissmuller respectively.

Anglo American Corporation Group

ORANGE FREE STATE GOLD MINING COMPANIES

FINAL DIVIDENDS

Further to the dividend notice advertised in the press on the 16th September 1977, the conversion rate applicable to payment in United Kingdom currency in respect of the dividends listed hereunder is £1 = R1.545786.

| Name of company | Dividend No. | Amount of dividend declared in South African Currency per share | U.K. Currency equivalent per share |
|---------------------------------------------|--------------|-----------------------------------------------------------------|------------------------------------|
| Free State Gold Mines Limited | 41 | 150 cents | 97.03744p |
| President Brand Gold Mining Company Limited | 45 | 90 cents | 56.91487p |
| President Steyn Gold Mining Company Limited | 45 | 70 cents | 44.22450p |
| Welkom Gold Mining Company Limited | 41 | 27.5 cents | 17.79019p |
| Western Holdings Limited | 45 | 140 cents | 90.54329p |

The effective rate of South African Non-Resident Shareholders' Tax is 15 per cent.

For and on behalf of
ANGLO AMERICAN CORPORATION OF SOUTH AFRICA LIMITED
London Secretaries
J. C. Greenfield

26th October, 1977

Board rejects liquidation of Fitzwillton

The board of Fitzwillton has considered and rejected the possibility of liquidating the business and returning the cash to shareholders.

ASTRO

The 30-floor Tour Astro building in Brussels has been sold by Jones Lang Wootton on behalf of Swiss Immochemie Astro SA in what is believed to be the largest sale of real estate in the city. The 387,000 sq ft building has been bought by Societe Nationale de Credit A L'Industrie - a semi-government body.

EL ORO MINING

Estimated pre-tax profit for six months to June 30, £137,000 (£137,000).

HAGGAS (TEXTILES)

First Quarter Statement

| | 3 months ended 30th Sept. 77 | 3 months ended 30th Sept. 76 | Year-ended 30th June 1977 |
|------------------------|------------------------------|------------------------------|---------------------------|
| Group Sales | £4,145 | £4,223 | £20,299 |
| Depreciation | 170 | 150 | 665 |
| Profit before Taxation | 644 | 612 | 3,307 |

*Unaudited

JOHN HAGGAS LIMITED

Property

Properties under £25,000

MILLBANK COURT

24 JOHN ISLIP STREET,
S.W.1.

Selection of 3 luxury 1-bedroom flats available in this 1960s purpose-built block. Situated within easy reach of Westminster and Victoria. With excellent views of the River Thames. Amenities include portage, entry phone, lifts, c.h.w., low outgoings and long leases.

Prices from £18,500 to £22,000

289 Brompton Road, S.W.3.
01-584 8885

Winkworth & Co.

CHELSEA

Artists Studio (just off King's Road)

1 large room 15ft. by 21ft. with full size light. It is built for purpose. built studio complex, perfect for artists. One side of the studio is completely made up of windows. Facilities include night storage heating, telephone, water heater and air and one of toilet. It is an ideal work place for a professional artist. Lease renewable.

£3,000

Tel. 584 2248

WANDSWORTH, SW18

DALRY ROAD

Attractive flat-fronted terrace house, built in 1930s. 3 bedrooms, 2 bathrooms, small garden front and rear.

Freehold £11,250 o.n.g.

MORTON RICHES, Auctioneers & Surveyors, 28 West Hill, Wandsworth, S.W.18. Tel. 01-874 4161

LEWES, SUSSEX

Choice of 2 modernised detached cottages, close to all amenities. £18,500 and £22,000.

Details from Jean Lamson & Co., 182 High St., Lewes, Tel. 07816 71237.

SIRNAM PERTSHIRE

Freehold detached cottage, 2 bed, 2 bathrooms, kitchen and dining room. 1930s style. Also adjoining plot with planning permission for 2 houses. Would exchange for London house.

01-584 8885 or 01-584 4154

Kenwood

DELIGHTFUL BALCONY FLAT, W2

1st floor 2 rooms, kitchen and bathroom. 52 sq. ft. low outgoings. 5 mins Hyde Park.

£15,250 for quick sale.

Tel. 01-402 3141

Fimlico, S.W.1

Prime 1st floor flat. View of Thames. Two rooms, kitchen and bathroom. 125 sq. ft. lease. £20,000.

Attractive Garden Flat

Two rooms, kitchen and bathroom. £17,500.

DAVIDSON, 01-584 1024

COLVILLE GARDENS, W.11

Swamp high-ceilinged ground-floor flat. 22ft 6in x 10ft. 2 rooms, kitchen, bath, terrace, deep fridge, cooker, etc. c.h.w., low outgoings. 94 sq. ft.

£17,500

LESLIE MARSH 025 5181

London & Suburban property

Jackson-Stops & Staff

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

AUBREY WALK, W.2

Spacious non-basement freehold house in the quietest of roads with an open position opposite Campden Hill Lawn Tennis Club. 2 reception rooms, 3 bedrooms, dressing room, bathroom, 2 toilets, kitchen, utility room, large garden. Price £105,000 Freehold including fitted carpets and curtains.

REDEDALE STREET, S.W.3. Newly modernised freehold in Victorian house situated in a quiet backwater between Kings Road and the River. 3 reception rooms, 4 bedrooms, bathroom, kitchen, utility room, roof terrace and small patio. 24 central heating. Price £60,000.

BERNARD WALSH & CO.

29 Lower Belgrave Street, SW1.
01-730 9148

HOLLAND PARK

In a quiet tree-lined street close to

LADYBROOK SQUARE

beautiful low-built double-fronted period house with large windows, 5 bedrooms, 3 bathrooms, 2 reception rooms, kitchen, utility room, 2 carports, garage, double garage, detached studio.

Freehold for sale at substantial figure

Further details from Sole Agents as above.

Unique Pent House

Stunning pent house occupying the whole of top floor and offering complete seclusion.

reception (double glazed), very modern kitchen, 2 bedrooms, 3 double bedrooms, 2 large patios, surrounded by trees, 2 garages. Gas C.H.

excellent condition and good decorative order. 1 minutes walk to main line station Victoria. London 10, 30 minutes, Gatwick, 10 minutes. Leasehold 93 yrs. £44,000.

View by appointment only

Telephone: Redhill 64439

London & Suburban property

Hampton & Sons

A HIGHGATE VILLAGE, N.6. A beautiful double-fronted Regency style Town House situated on a quiet tree-lined road. 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

MOLLY MOUNT

A grand period cottage in need of improvement to a high standard. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WEST HAMPTON, N.W.3

A large detached house with 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

BELLSIZE PARK, N.W.3

A substantial family house in good order. 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

21 Heath Street, Hampton

NW3 1YB 01-754 8222

Sturt & Tivendale

58/61 Highgate High St., N.6

01-348 8151

HIGHGATE, N.6

Standing in a very pleasant open space, this is a large detached house. 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

LORD NORTH STREET, S.W.1

Extensively modernised Queen Anne house. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £42,000 for 15-year lease.

Tel. 01-222 3730 today

CHELSEA, S.W.3

Luxuriously appointed house for sale. 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £110,000.

Hampton & Sons

6 Arlington Street, S.W.1.

Tel. 01-488 8222

KNIGHTSBRIDGE

Superb ground and first floor mansions, comprising 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

Telephone 225 0479

S.W.1

Superb luxury detached house. 5 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

QUEENSDALE RD., W.11

Well modernised and of terrace house in quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

MARTIN PARSONS

727 9811 or 603 8275

HINTON & CO.

47 South Audley Street, Mayfair, W.1

Tel. 01-488 8222

MARYLEBONE

Capitulating small family house. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

LANCASTER GATE

Superb penthouse with large balcony. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

MARBLE ARCH

Spacious family residence in quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

MAXFAIR

A RARE OPPORTUNITY TO BUY A FREEHOLD GEORGIAN PERIOD HOUSE

offering a blend of 2,500 sq. ft. of offices and 4 rooms, kitchen & bathroom

Details from sole agents:

WINKWORTH & CO.

48 CURSON STREET, LONDON, W.1.

01-499 3121

EPPING, ESSEX

New individually designed 3 bedroom detached house. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

WIMBORNE, N.W.3

A truly fine and well-planned house in a quiet residential area. 3 bedrooms, 2 bathrooms, 2 reception rooms, kitchen, utility room, large garden. Price £25,000 Freehold.

HAMPSHIRE

Winchester 6 miles. London 65 miles.

A FINE COUNTRY HOUSE SURROUNDED BY BEAUTIFUL GARDENS



4 1/2 6/8 5 1/2 oil 6 1/2 H 1/2

Additional features: Paddocks and grounds.

FOR SALE FREEHOLD WITH ABOUT 16 1/2 ACRES.

[illegible]

Journal of Management Education 36(7) 809–826

...and the fact that the *Journal of Management Studies* is a leading journal in the field of management studies, it is a pleasure to have this special issue.

1. *Chlorophyll a* (Chl *a*)

[illegible]

